DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

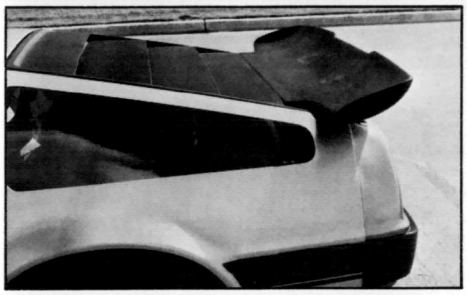
Spring 1987

The Association in Hawaii

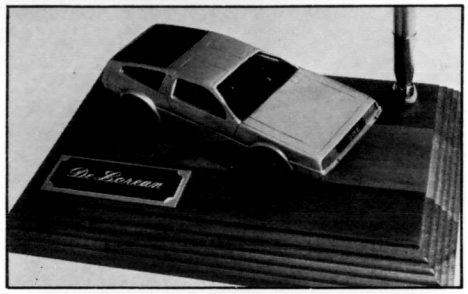
DREAM MACHINE

DeLorean Parts

TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

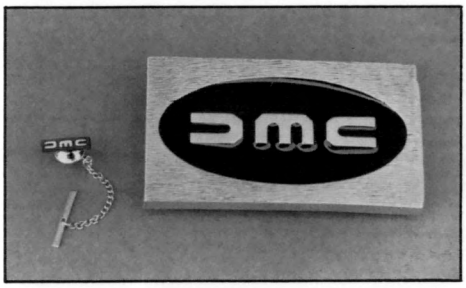


WHALE TAIL—Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary)



PEN SET with pewter Delorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95

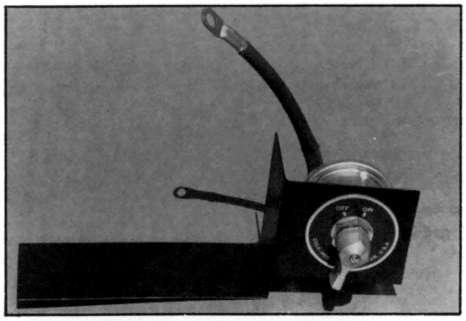
STAINLESS BUMPER LETTERS—Dress up the rear of your car with these glue on letters. $49.95



TIE TAC—Black with raised DMC logo. $6.95. **BELT BUCKLE**—Pewter with 2″x 3½″ black porcelain inlay. $15.95

LICENSE PLATE CLOCK—Brushed aluminum with raised DMC logo and frame. $23.95
Plate also available without clock. $7.95

STAINLESS DOOR SILL LETTERS—Glue "DMC" on your door sill for that custom look. $44.95 pair



BATTERY CUT OFF SWITCH—Disconnects the battery from the car while setting for long periods. $44.95

OTHER ITEMS AVAILABLE:

1. **HANDS OFF SIGN**—Keeps people from touching your car (two sided in plastic) $1.00 ea.
2. **PEWTER 1/43 SCALE DELOREAN MODEL** (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95
3. **CERAMIC HEAT SHIELD**—Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
4. **KEY CHAIN**—Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
5. **CABLE RELEASE**—Will open hood or deck lid if stock factory cable breaks. $8.00 set
6. **REAR LOUVER BRACE**—Keeps the rear louver from flexing and cracking by adding support to the center louver strut. Complete with hardware. $44.95
7. **TINTED HEAD LIGHT COVERS**—These will fit "FLUSH", no drilling required. Easy installation. $75.00 set
8. **OIL COOLER**—Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
9. **SHOCK LOCKS** (hood or deck) Holds hood or deck from accidentally closing. Front $7.95 Rear $15.95
10. **OIL FILTER ADAPTER KIT**—Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
11. **AUTOMATIC TRANSMISSION OIL COOLER**—Cuts transmission temperature 25°. Easy to install. $69.95
12. **LETTER OPENER**—Similar styling to belt buckle shown. $15.95

ORDER FORM

NAME_____

ADDRESS_____ City_____

STATE_____ ZIP_____ PHONE ( ) _____

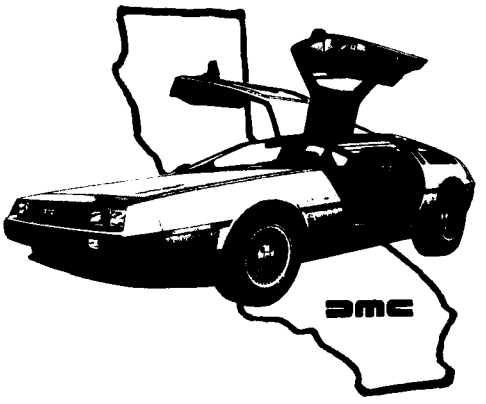
DESCRIPTION	PRICE (EA)	QUANTITY	AMOUNT

☐ Send for Catalog
☐ Check here for C.O.D. delivery or send check or money order

SUBTOTAL	
6.5% TAX (CA ONLY)	
SHIPPING (UPS)	$3.00
TOTAL	

TO: TERI JENNINGS
1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

Delorean Motor Center



LET US SERVICE YOUR DELOREAN!

Specializing in:

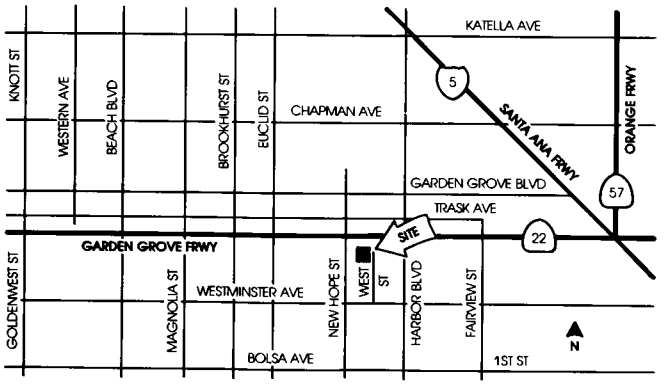
- Preventive Maintenance (Most Important)
- Turbo Installations – Single & Twin
- Full transmission repair – Automatic and Standard – Send them & we will rebuild
- Parts Mail order service available
- For out of state body repair, we will come to you – Have hammer will travel
- Complete rebuilding & repair of engines
- Delorean Collision Specialists
- Metal Finishing – Send your panels to have dents & scratches removed
- Modifications
- Frame Repair
- Custom Paint Jobs
- Glass Installation & Fiber glass repair

Performance by California's Best:

DON STEGER
Technical Advisor for
Delorean Owner's Association
State Certified for smog

DON EITLEMAN
Thirty years in auto body repair

Both Factory trained and with 5 years Delorean experience



CALL US FOR OUR SPECIALS

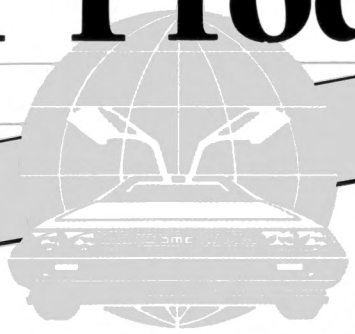
Days: 714 554-6794

Evenings: 714 541-2154
714 554-2615

Delorean Motor Center
13881 West Street, Garden Grove, California 92643
(4 miles south of Disneyland)

DeLorean Owners Association Products

For Members Only!



#001 Silver Gray Visor for Golf, Tennis. Screened or Embroidered w/Logo $5.20
#002 Baseball cap w/mesh back & logo–silver gray, red, blue, gold, black $6.00
#003 Gatsby hat w/logo embroidered on gray corduroy or printed black, white $8.00
#004 Official Club Silver Satin Jacket (Unisex) Zip front w/logo embroidered (Dry clean only) Size X Small to XX Large (add $3.00 for XXL) $64.50
#005 Gray w/Black trim Warm-up suit w/logo Size Small to XL $44.20
#006 Tee shirt w/logo printed...available Black, Gray–Small to XL, Washable $6.75
#007 Nylon matching running shorts, size small to XL Black, gray, washable $9.35
#008 Long Sleeved tee shirt with Trademark printed & word "DeLorean," Gray $9.00
#009 Our best tee shirt (short sleeve) gray only; small to XL $8.00
#010 Short Sleeve knit shirt w/collar Gray with printed logo; small to XL $16.25
#011 White golf shirt w/embroidered logo; S to XL $16.50
#012 Our best gray golf shirt (no pocket) with logo embroidered, red or gray; S to XL $17.00
#013 Black golf shirt 50/50 interlock with collar, logo embroidered (as designed for famous maker) S to XL $17.00
#014 Black knit zippered vest w/logo printed (matches #007) S to XL . . $16.15
#015 Black knit short sleeved sweatshirt, washable, XL only, w/logo print $12.75
#016 Black long sleeved sweatshirt, washable w/small logo S to XL $15.45
#016W White long sleeved sweatshirt w/large logo $15.45
#017 Ladies' scoop neck tee shirt w/logo (washable) red or gray, S to XL $12.95
#018 3 inch embroidered logo patch (Black, gray and red border) $3.00
#018X 3 inch iron-on, embroidered patch (as above) $3.75
#019 Snap front, black satin, flannel-lined coaches' jacket w/trademark and word "DeLorean" printed in silver. Collector's item (matches #003) $35.00
#019W Match to #019 in white, white cuffs & collar, available S to XL . . $35.00
#020 Gray Corduroy baseball style cap w/logo embroidered (adjustable sizes) $8.00
#021 Insulated can wrap, black w/trademark or gray w/logo, Velcro close $2.50
#022 2 inch silver and black iron-on crest (use waxed paper) $3.50
#023 DeLorean Owners Association official tie tac $4.00
#024 Official DeLorean Owners Association Club Pin $2.50
#025 2 inch x 2 inch logo dash plaque. Black on brushed silver $2.00
#026 Brushed silver Photo Album 7″ x 8″ cloth lining, nameplate, gift box $35.00
#027 Set of 15 notecards linenweave gray with logo and envelopes $5.75
#028 . . . . . SOLD-OUT
#029 Club logo siltone money clip . . . . . INQUIRE
#030 License Plate frame w/logo "My Other Car is a DeLorean" $5.00
#031 Round Logo Chrome member badge for car $10.00
#032 Logo Business Card case Silver plate $24.75
#033 . . . . . SOLD-OUT
#034 Full set of Prototype Photos (24) $20.00
Half set (12) $12.00
#035 Charcoal Sweatshirt, Logo Embroidered; S to XL; Washable $19.50

For past issues of DELOREAN WORLD:
Stew McKean, 1426 Fairlee Ave., Duarte, California 91010.

Past issues of DeLorean World ($6.00 Postage paid per issue): (Photo copies) Vol. 1, #1; Vol. 1, #2; Vol. 2, #1; Vol. 2, #2; Vol. 2, #3; Vol. 2, #4. (Printed copies) All volume 3 editions.

Make check payable to: DeLorean Owners Association.

SHIPPING CHARGES: $1.75 for orders 25.00 and under, $3.00 for orders 25.01 to 40.00; $4.00 for orders 40.01 to 55.00; $5.00 for orders 55.01 to 70.00; $6.00 for orders 70.01 to 95.00; $7.00 for orders 95.01 and over. "Please allow 4-5 weeks for delivery." "Include Membership Number." Sales tax @ 6.5% California only.

The above items may be ordered from Products Director Geri Moreno;
Mail order and check (including shipping charges) payable to:
DeLorean Owners Association Products,
2922 Foothill Drive, Thousand Oaks, CA 91361
Phone (805) 496-5816

Prices subject to change without notice. Merchandise offered subject to availability of stock on hand.

DELOREAN WORLD
Volume 4, Number 4

Editorial Staff
KERRY CARMODY – *Editor*
C. R. ROBINSON - *Historian*

Contributing Editors
ED BERNSTEIN
BRUCE BENSON
KERRY CARMODY
DICK DOMBROWSKI
MILDRED COPELAND
TOM COPELAND
DICK CRAWFORD
MARC GOLDSTONE
JOHN JEFFREY
GIL MORENO
SAMANTHA ROBINSON
DONALD STEGER
JOAN TRUSCOTT
JOHN TRUSCOTT

Contributing Photographers
NANCY FOWLER
KJELL MYHRE
ERIK PEDERSEN

Advertising Director
RICHARD SHIPMAN
(213) 474-8194
10568 Ashton Ave., Los Angeles, CA 90024

Designed and Produced by
ERIK PEDERSEN GRAPHIC DESIGN
Van Nuys, CA

DeLorean Owners Association Board of Directors
ED BERNSTEIN – President
KJELL MYRE – Vice President, Technical Director
SAMANTHA ROBINSON – Vice President, Activities Director
PHYLLIS BALDERSTON – Secretary
JOAN TRUSCOTT – Treasurer
JOHN TRUSCOTT – Membership Director
DONALD STEGER – Professional Advisor
VIRGINIA McKEAN – Parliamentarian
DICK SHIPMAN – Director
GERI MORENO – Products Director
GIL MORENO – Regional Chapter Director
DAVID KNUDSON – Publicity Director

Disclaimer:

While it is a primary service of the DeLorean Owners Association to disseminate "DeLorean World" technical information, any maintenance techniques or possible modifications published in the DeLorean Owners Association News-magazine should be weighed against conventional, traditional and generally accepted techniques and modifications. DeLorean Owners Association should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or procedure herein and does not constitute endorsement of it by the Association, its officers or members. Prudent owners should consider possible techniques or modification in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. Failure to consider any of the above could result in denial of warranty coverage. This publication and this organization will NOT ASSUME LIABILITY for any such consequences.

Use of the DeLorean Owners Association's emblem by advertisers neither constitutes an endorsement nor a representation or implication that the DeLorean Owners Association has in any way investigated the products or services.

CONTENTS

GULLWING CHATTER

Custom DeLorean 19

Harry Ward's Dream Machine
by Kerry Carmody

TRAVEL LOG

Gullwings Across the Pacific 20

A Possible New Chapter in Hawaii
by Ed Bernstein

Treasurer's Report 6
President's Message 8
Regional News 10
Regional Chapter Directory, 12
Activities 13
The Beat Goes On
Gullwing Chatter
Tips for Storing Your DeLorean, 14
Death of a Fuel Pump, 15
Prototype DeLorean, 29
Tech Notes 22
Lowering of the DeLorean, 22
Service Bulletin Updates, 24
Unique Ingredients of the DeLorean Automobile, 25
Update: AC Panel Lights, 26
DeLorean Styling Analysis, 32
Classifieds 32

CALENDAR

Imperial Palace Hotel
4TH ANNUAL LAS VEGAS CONVENTION
June 5-7

Niagara Falls, Ontario, Canada
NORTHEASTERN NATIONAL CONVENTION
September 18, 19, 20

San Jose/Santa Clara Area, California
WESTERN NATIONAL CONVENTION
November 14, 15, 16

On the Cover
Harry Ward's Dream Machine
See page 19

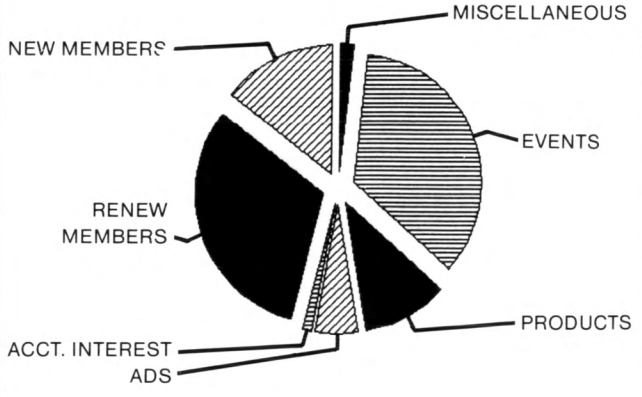
All advertising is subject to approval before acceptance. DeLorean World reserves the right to refuse any ad for reasons of suitability, space availability, or advertiser's unreliability. It is DeLorean World's policy not to carry advertising for the following: health related products, material of a religious or political nature, lotteries, competing publications, or potentially libelous material. Warranties, representations or statements made in ads are the sole responsibility of the advertiser. Advertisers are expected to fairly and accurately describe the items or services offered and are expected to describe reprinted literature and reproduction parts as such.

DeLorean World is published quarterly by the DeLorean Owners Association. DeLorean World is a registered trademark of the DeLorean Owners Association, Inc. Editorial office located at 13963 Breger Avenue, Sylmar, CA 91342. Printed in U.S.A. Postmaster send change of address to DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, Telephone (805) 964-5296. © 1986, DeLorean Owners Association, Inc. All Rights Reserved.

TREASURER'S REPORT

BY JOAN TRUSCOTT
Membership Data Center

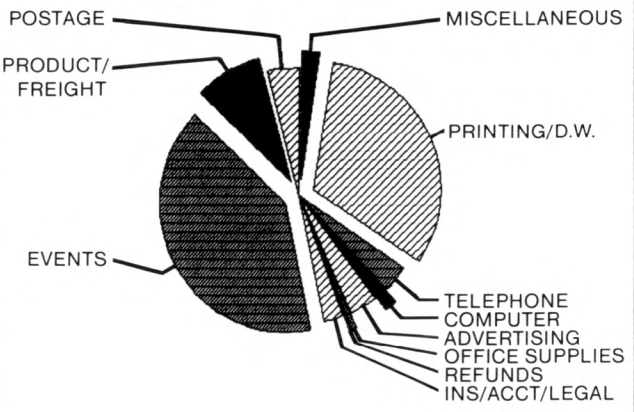
DeLorean Owners Association Year End Income 1986



Year End Income

New Members	$18,276.00	=	14.45%
Renew Members	$39,926.00	=	31.56%
Events	$44,301.00	=	35.02%
Ads	$ 6,815.00	=	5.38%
Products	$13,448.00	=	10.63%
Account Interest	$ 1,473.00	=	1.16%
Refunds	$ 219.00	=	.18%
Miscellaneous	$ 2,047.00	=	1.62%
TOTALS	**$126,504.00**	=	100.00%

DeLorean Owners Association Expense Third Quarter 1986



Year End Expense

Postage	$ 5,129.00	=	4.25%
Telephone	$ 4,265.00	=	3.53%
Printing (Delor.World)	$38,765.00	=	32.12%
Events	$48,684.00	=	40.32%
Products/Freight	$10,464.00	=	8.67%
Computer	$ 2,020.00	=	1.67%
Advertising	$ 4,432.00	=	3.68%
Office Supply	$ 754.00	=	.62%
Insurance/Acct./Legal	$ 3,031.00	=	2.50%
Refunds	$ 381.00	=	.32%
Miscellaneous	$ 2,789.00	=	2.32%
TOTALS	**$120,715.00**	=	100.00%

Technical Correspondence may be directed to:

Kjell Myhre, *Technical Director*
P.O. Box 4148
Inglewood, CA 90302
(213) 674-3891

Don Steger, *Technical Advisor*
(714) 541-2154
Call after 6:00 p.m.
California time

Want to See Your Photo on the Cover of DeLorean World?

Just submit your quality 4" x 5" transparency to:
DeLorean World
Kerry Carmody
13963 Breger Avenue
Sylmar, CA 91342

You might be on the cover of DeLorean World.

Deadline: June 15, 1987
For Summer Issue

Editorial Contributions should be sent to DeLorean World, 13963 Breger Avenue, Sylmar, CA 91342. Submissions are subject to review and the author should retain a copy. Photographs should be black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

Change of Address: Eight weeks' notice is required for change of address. Please send new address and old address with imprint from recent issue to: **DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111, (805) 964-5296.**

Subscriptions: DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting Mr. Richard Shipman, 10568 Ashton Ave., Los Angeles, CA 90024, (213) 474-8194.

When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •

XEROX COPIES OF DE LOREAN PUBLICATIONS AVAILABLE
ALL BOOKS ARE COMB BOUND WITH LEATHER GRAINED FINISH ON COVERS

■ *Includes '81, '82 & '83*

1. PARTS CATALOG $42.50
   Features expanded illustrations and part numbers for the entire automobile.
2. TECHNICAL OWNERS GUIDE $34.50
   Shows disassembly, repair and re-assembly procedures for almost all DeLorean components; includes testing procedures and diagnosis.
3. TECHNICAL INFORMATION MANUAL $28.50
   Prepared by DeLorean Motor Company to assist in understanding the design and general operation of the DeLorean.
4. PRELIMINARY SUGGESTED WARRANTY REPAIR TIMES $28.50
   Manual showing component codes and time for labor operations on the DeLorean. (Collectors item not up-to-date.)
5. SERVICE BULLETINS $28.50
   a. SERVICE ORGANIZATION — (SO) — Contains general administrative items as they apply to service.
   b. SERVICE TECHNICAL — (ST) — Contains items of technical nature.
   c. SERVICE WARRANTY — (SW) — Contains warranty and service transaction matters – including safety campaigns and body leaks.
   d. PARTS BULLETINS – (PB) — Contains parts and accessory updates.
6. DMC PARTS AND ACCESSORIES PRICING GUIDE $18.50
   Contains suggested retail and dealer net prices. (Collectors item, not up-to-date.)

■ *New*

7. DELOREAN WORKSHOP MANUAL $47.50
   Over 450 pages . . . supplements and expands upon book #2 above. Instructions are easy to read and illustrations are extremely concise.

ADD $2.50 SHIPPING CHARGES FOR EACH BOOK ORDERED. CALIFORNIA RESIDENTS ADD 6.5% SALES TAX.

SET OF ALL 7 CATALOGS	$190.00
SHIPPING AND HANDLING	9.00
CALIFORNIA RESIDENTS ADD $12.35 SALES TAX	

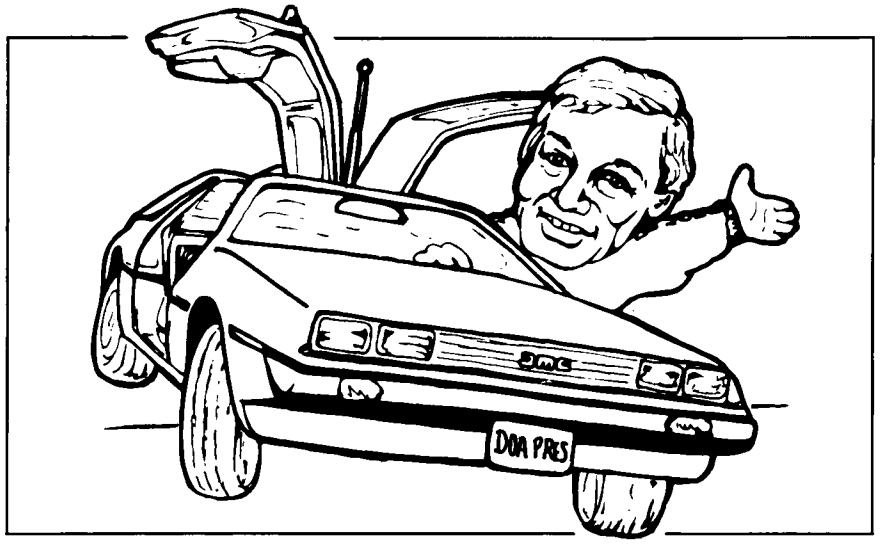
DE LOREAN OWNERS ASSOCIATION MEMBER

ORDER FROM: MILLIE BERNSTEIN
9251 VANALDEN AVENUE
NORTHRIDGE, CALIFORNIA 91324
(818) 993-0967

DMC

PRESIDENT'S MESSAGE

BY ED BERNSTEIN



When you give up your dreams, you die." The key line from the movie Flash Dance. Many people pride themselves on being "realists" and not "dreamers." They scoff at the idea of projected change. They dissect and analyze the facts as they are, while realistically assessing the situation. They are never wrong because they simply state "what is" and "what was."

During June of 1983, the realists would have observed that the DeLorean Motor Company was bankrupt, dismantled and out of business forever. Most of the major components would never be manufactured again. The dealer network established by the factory was crumbling and there was no owner support. DeLorean owner clubs around the country were falling apart like a house of cards because of poor management and internal strife. The automobile was a dreg in the marketplace.

Amidst the chaos and confusion, seven owners and their spouses sat around a living room and discussed what might have been. They talked about the vehicle, the man, the factory and the workers. They discussed the dealers, the parts, the service and the owners. They asked, "why not?" They agreed amongst themselves that an association should be established to create the owner support which had disintegrated.

Desiring to inform, educate and establish a network of DeLorean owners across the country, they realized that strength was demonstrated by membership numbers and supported by money. Their goal was to join all the DeLorean owners into a cohesive group and to provide for themselves that which no one else would consider.

The Dream is alive . . .

Within the past 48 months in excess of 25% of the DeLorean automobiles built have been represented by the members of the DeLorean Owners Association. Owners, remotely located in Europe, Mid- and Far-Eastern countries, Alaska, Hawaii and Canada have a sounding board and support network to satisfy their needs.

Largely through the efforts of Gil Moreno, DeLorean Owners Association Area Regional Chapter Director, chapters are being established and nurtured throughout the country and around the world.

Out of the ashes rises the Phoenix . . .

To have all DeLorean Automobile owners as Association members is the dream. Those parts and services private industry will not provide us, we shall provide ourselves. The necessary research and engineering documents that were destroyed or lost during the rush to dismember the DeLorean Motor Company will be reconstructed by the Association either internally or by external contract.

Of the 8,583 vehicles built, several hundred have been lost through natural attrition, i.e., fire, total loss, or demolition. Therefore, an ideal membership of 7500 to 8000 is where we are headed. Even at the present dues structure of only $39.00 per year, we would generate an approximate gross income of $300,-000.00 annually, permitting in excess of $200,000.00 annually to be set aside as reserves for dies and molds to reproduce obsolete parts.

The Dream continues . . .

With a full membership complement and the establishment of substantial reserve accounts, we can support and increase the value of the automobile in the open marketplace from within.

There is no desire to reproduce the automobile . . .

Only the desire to increase the value of our investment to exceed its original sales price of $26,000.00 by three- or four-fold. We are dealing in a commodity that is desirable to have, to use and to hold for future appreciation.

Recently, during one of our Board of Directors meetings, *heated* discussion took place regarding a $3,000.00 expenditure. Back and forth the comments were hurled in favor and against the measure until one of the Directors stated, "If this measure passes, I will have to resign my position.

A stunned hush fell across the room as 26 people stopped interrupting, shuffling papers, writing, and drinking their coffee. Someone had finally stated openly that which so many Directors had felt inside.

In essence, so many of the individual directors devote countless hours of volunteer labor preparing programs, managing data and funds, heading committees, accumulating and marketing products, obtaining prizes and selling raffle tickets, selling drinks at events, editing articles and publications, prodding for advertisers, bringing refreshments, taking pictures, setting-up conventions, meeting rooms, and even emptying the trash containers in order for the Association to raise and save the money so necessary for our existence. How could we consider allocating such a large amount of money for an intangible program?

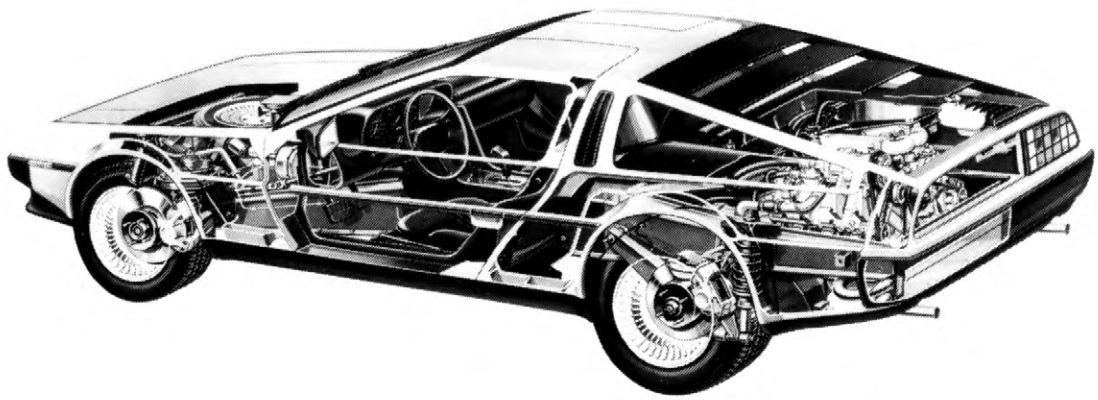
Directors don't mind working for nothing, but they hate to see the money their efforts have brought into the organization one dollar at a time spent on an intangible project with questionable results, in the thousands of dollars.

Although the DeLorean Owners Association Board of Directors has been established on such a broad base that its existence is not conditioned upon the participation of any individual or group of directors, each Director and committee member is an integral member of the TEAM and an absolutely necessary participant! We all felt the same way, and finally someone had said it for us. The Board of

CONTINUED ON PAGE 32

Elite Motors

JOHN KOCHE



"WE KNOW THEM INSIDE & OUT"

SPECIALIZING IN:

- *Preventive Maintainance*
- *Trouble-Shooting*
- *Modifications*
- *Fuel Injection*
- *Body Work*
- *Imron Painting*

TURBO-CHARGING

P.O. Box 472
Route 513
French Town, NJ 08825

DELOREAN OWNERS ASSOCIATION
MEMBER

PHONE: (201) 996-3621
(201) 996-3631

Manufacture's suggested list price for all parts
10% off for East Coast Members

Area Regional Chapter Information

by Gil Moreno

Several Area Regional Chapter Coordinators have inquired regarding the procedure for establishing bank accounts for chapter funds.

Initially, the easiest method would be for the Chapter Coordinator or treasurer to open the account in their individual name and identify the account as follows:

JOHN DOE
1234 STAINLESS STREET
BRIGHT CITY, KANSAS XXXXX
DELOREAN OWNERS ASSOCIATION
AREA REGIONAL CHAPTER XX
TRUST ACCOUNT

If the bank requires a minimum deposit to open the account (for checks, etc.), the officer may choose to advance the sum needed. Funds advanced by the officer should be reimbursed as soon as economically feasible.

Depending on the size of the chapter and the projected average account balance, good business practice suggests that two (2) signatures be required to remove funds and a third party be appointed to sign checks if one of the two primary signers is ill or out of town.

If the bank account is an interest-bearing account, income tax liability incurred by the person whose social security number is used for interest income reporting purposes should be reimbursed for any tax liability they incur as a result of using their number on the account.

As soon as economically reasonable, each Area Regional Chapter should establish a committee to initiate the accumulation of the necessary documentation to establish a tax-exempt, non-profit status within their state and for federal income tax purposes.

The National Organization has established this status in California and will be happy to give assistance to any Regional Chapter setting up the same status in their respective state.

Area Regional Chapter 3

By Doug Macfarlane

The Minneapolis area members of Chapter 3 held a dinner meeting at the home of Doug Macfarlane and Siu-Linn Chong on December 23, 1986. Don Steger, National Technical Director, who is a native of Mineapolis was visiting his family for Christmas. Don agreed to hold a mini technical seminar and Siu-Linn treated everyone to a Chinese meal.

Since the meeting was just before Christmas we expected that the turnout might be light. We were pleasantly surprised when we ended up with an attendance of 14. Amazingly, we also had one DeLorean actually driven to the meeting. Yes, DeLoreans do work in the cold. The doors can be a bit of a problem though. They droop in the winter, and if adjusted for winter, fly up with such speed that many of us wonder if the car wouldn't flip over in the summer. We also gathered outside for a picture after we located a rock covered with snow so that we could

CONTINUED ON PAGE 14

Area Regional Chapter 5

by Dick Dombrowski

HAPPY NEW YEAR!

Well, here we are into 1987. Where did the year go? Our Chapter 5 is now six (6) months old. We had three meetings, have many new members, and still have everyone's interest.

For those of you that did not make the meeting and dinner at the Smith House in Dahlonega, Georgia, you missed some meal! Twelve members attended, including John Wolfe, all the way from North Carolina.

Milton Moore gave each member a "DMC" license plate for their car (a Christmas present).

Joe LoRé, our technical advisor, has compiled a cross-reference parts list (one of five) and handed them out to everyone. Also, Joe and Ed Hunt will host a one-day repair clinic at Ed Hunt's garage.

CONTINUED ON PAGE 14

(Left to Right) Milton & Kathrine Moore, Vic Martin (back), Barbara & Dick Dombrowski, Ed & Handy Hund, Howard & Laura Widden, Jon Wolfe, Joe LoRé, Jim Wolfe.

Area Regional Chapter 22

by Dick Crawford

The first chapter meeting was a success. We had 18 people and 8 DeLoreans in attendance. We met on November 22nd at Victoria Station in Framingham, MA. Members, and a couple of soon-to-be-members, arrived around 1 p.m. We had a private room and, after getting to meet some new friends, sat down to a nice meal.

After lunch we got to the business of officially organizing the chapter. The Chapter Co-ordinator, Bob Longuemare, passed out cards to gather opinions about what the members want to get out of the chapter. The consensus was that most people want a social organization with a touch of technical information every once in a while. Since most people here take their DeLorean off the road for the winter, it was decided not to hold another general chapter meeting until late spring or early summer.

The next order of business was to elect officers for the chapter. The following is a list of the first officers of Chapter 22:

President
Bob Longuemare (pronounced "LONG-mar")
Vice President/Treasurer
Dick Crawford
Membership Director
Phil Amante
Activities Directors
Evan Kempton and Ed Nieburger
Secretary
Frances Longuemare
Product Directors
Frances Longuemare and Suzanne Gashi

The afternoon passed quickly. The meeting was moved outside to the parking lot where we all braved the cold to inspect each other's cars and have a group picture taken. The members in attendance ranged in age from 17 years old (lucky guy) to . . . well, we don't get into that. Anyway, here is a list of those who attended:

Bob and Frances Longuemare
Dorchester, MA
Dick and Anne Crawford
Melrose, MA
Mark and Suzanne Gashi
Pepperell, MA
Phil and Anna Marie Amante
Plastow, NH
Evan and Elaine Kempton
Holliston, MA
Alice and Costas Popaliolios
Carlisle, MA
Ronald and Nancy Church
Falmouth, MA
John Cabral
Brockton, MA
Jim Sanderson and Sandra Pacheco
Kingston, MA
Ed Nieburger
Andover, MA

As any owner knows, one DeLorean can create some excitement. Eight of them in a row with the doors up caused everybody passing by to do a double-take. They would slow down. You could see the smiles on their faces and the pointing fingers. And you can be sure a lot of them had no idea what they were looking at. In fact, one guy did stop and say "I've never seen so many Bricklins before!"

See you in the spring.

(Left to Right) Evan & Elaine Kempton, Bob & Frances Longuemare, Jim Sanderson, Sandra Pacheco, Ron Church, Mark Gashi, Nancy Church, Suzanne Gashi, Phil & Anna Marie Amante, Anne & Dick Crawford, Ed Nieburger (Back), Alice & Costas Papaliolios, John Cabral (Front).

From Your Area Regional Chapter Director

On reading the chapter index you will note that there are several chapters that have been declared "inactive." This is due to a lack of progress in that area. If someone in those areas would like to assist in forming a regional chapter, just get in touch with me and I will be glad to help in getting you started.

Gil Moreno

Area Regional Chapter 25

by Mildred & Tom Copeland

While attending the recent DOA meeting in San Antonio, my wife and I were approached about forming a local chapter of the DOA, and we decided it was a good idea.

This letter is going out to all present DOA members in the area, about 33, whose names and addresses were furnished by the DOA.

Some of the advantages of having a local chapter are:

- Meetings, dinners, events, etc., to exchange info and ideas with other DeLorean owners.
- Space in the *DeLorean World* magazine to publicize events, letters of interest, etc.
- Technical assistance from the DOA staff.

CONTINUED ON PAGE 14

DeLorean Owners Association Regional Chapter Coordinators

Master List

	AREA SERVED
Chapter Director Gil Moreno 2922 Foothill Blvd. Thousand Oaks, CA 91361 805-496-5816	Coordinates all chapters All areas
Chapter #1 Richard & Germaine Rutkowski 27137 Howell Redford, MI 48239 313-534-5247 313-592-5000	Michigan
Chapter #2 Fredrick Lockett 220 Locust St. Philadelphia, PA 19106 215-625-4932 215-574-6335	Eastern Pennsylvania
Chapter #3 John & Lois Jeffrey 9928 Colby Des Moines, IA 50322 515-225-3269 515-288-2166	Iowa, Minnesota, South Dakota, Nebraska
Chapter #4 Gary and Lucille Wurth 5 Wethersfield Road Rochester, NY 14624 716-889-5414 716-272-8620	Eastern New York State
Chapter #5 Richard & Barbara Dombrowski 2903 Paddock Trail Duluth, GA 30136 404-476-4580 404-449-6336	Georgia, North Carolina, North Alabama
Chapter #6 Steve & Nancy Wolf 14750 S.W. 216th Street Goulds, FL 33170 305-665-9131 305-258-0631	Southern Florida
Chapter #7 Donald & Gladys Legner 1908 Church Street McHenry, IL 60050 815-385-2626 312-232-5170	Northern Illinois, Southern Wisconsin
Chapter #8 Joseph & Elsie Rainier P.O. Box 924 Silverdale, WA 98383 206-692-4520 2206-692-2649	Washington
Chapter #9 Harold & Karen McElraft 12518 Ella Lee Houston, TX 77077 713-497-8195 712-626-1919	Southeast Texas
Chapter #10 Bob Frank P.O.Box 15288 Sacramento, CA 95851 916-395-3355	Sacramento, CA
Chapter #11 Inactive	Louisiana
Chapter #12 Bill Johnson 13920 Northwest Passage #303 Marina del Rey, CA 90291 213-827-5753 213-645-4363	Metropolitan Los Angeles
Chapter #13 Robert & Virginia Ingalls P.O. Box 149 Claremont, NH 03743 603-542-7375 603-542-9884	New Hampshire, Vermont
Chapter #14 Inactive	Oklahoma
Chapter #15 Bert & Diane Varady 507 Sioux Circle Ft. Walton Beach, FL 32548 904-863-1782 904-884-6975	Northern Florida Southern Alabama
Chapter #16 Steve & Paula Kubiak III 8907 Royal Ridge Lane Laurel, MD 20708 301-725-0416 301-878-3300	Maryland, Virginia, Washington, DC
Chapter #17 Vijay Ramamoorthy 1117 Sierra Vista Way Lafayette, CA 94549 415-284-9052	San Francisco So. Bay Area California
Chapter #18 Robert & Susan Falk 165 Carnavon Parkway Nashville, TN 37205 615-352-7707 615-385-2662	Tennessee, Kentucky, Southern Illinois
Chapter #19 Eric Endy 2121 Industrial Rd. Las Vegas, NV 89102 701-453-3380 702-384-2425	Nevada
Chapter #20 Bob Vicars 6306 Hillcrest Lane Indianapolis, IND 46220 317-251-3098 317-875-0031	Indiana
Chapter #21 Inactive	Colorado,
Chapter #22 Robert and Frances Longuemare 345 Ashmont Street Boston, MA 02124 617-825-3634 617-265-5828	Massachusetts

CONTINUED ON PAGE 34

THE BEAT GOES ON

By Samantha Robinson
National Activities Director

National Activities Director! How Glamorous! W-R-O-N-G. Oh, how nice, you get to travel and have all that fun! W-R-O-N-G again.

Being National Activities Director sounds glamorous, but believe me, the glamour has yet to be found. It's time-consuming, hard work, takes patience, and, in some instances—imagination.

As one of your National Board of Directors, we have our jobs to do, and we do them with pride. Mine in particular, entails many different jobs, prior to, during, and after, each event. Thus—I would like to take you on a "typical trip" with me (in a sense you are with me on each trip I take, because every event is for you . . . the member).

We start at our National Board Meetings, which are held once a month in Marina del Rey. In my case, my lucky spouse (Robbie) will chauffeur me to the meeting—about a two-hour drive one way. This is not idle time for me. During that two-hour drive, I have time to finish up some paperwork, try and think of areas that could be suggested to the Board for possible Conventions, and count all the DeLoreans we see on the highway. (In the High Desert, this is not many.) When I do see a DeLorean, I encourage Robbie to speed up so I can see who's driving, while, at the same time, I'm watching for our ever-present C.H.P.

Once a list of the Proposed Sites for our four Conventions is agreed on by the Board of Directors, tentative dates are suggested in November for the following year. I then take two schedules to my job (this is when I really have to use my imagination so I can get some time off from work). One schedule is the Tentative Dates I'll need for Site Inspections, because I have to actually see the facility; and the other is for the Actual Events. A total of about 60 days a year. Not bad, huh?!? That's 60+ days worth of work piled on my desk just waiting for my return. Thank DeLorean Owners Association that the time is not taken all at once or I'd really be up a creek without a turbo!

> ***"Being National Activities Director sounds glamorous, but believe me, the glamour has yet to be found."***

The next step is to contact the Convention Bureau at each proposed site location, to inform them of our needs, tentative dates, and approximately how many rooms will be needed. This is done because that's what a Convention Bureau is there for, to contact the hotels in the area that they are more familiar with. Makes sense, and it sure beats my poor fingers from having to do all that walking, not to mention the cost of all those calls. Who does one call when you don't have a phone book for a particular area? Information can't help you with the entire list of hotels and it would be a little unfair to ask a member in the area to do all the calling for me. I have found that through a Convention Bureau, one seems to get better results because a facility knows that the Convention Bureau will most always do a follow-up on that particular facility.

Within two to three weeks after my initial phone call to a Convention Bureau, I am bombarded with all sorts of Propos-

CONTINUED ON PAGE 18

San Antonio, Texas – Riverwalk (Oct./Nov. 1986).

Las Vegas Weekend – Imperial Palace (April 1986).

Marriott's resort – Lincolnshire, Ill. (July 1986).

CHAPTER 3 (FROM PAGE 10)

prove we really met in the winter. Absent Minneapolis' reputation, we have had almost no snow this winter.

The meal was a real success. Everyone enjoyed the dishes prepared by Siu-Linn Chong. Siu-Lin operates an Oriental cooking school in Minneapolis. Following dinner we went down to the garage, which we had temporarily heated and Don answered some questions and went over the door lock system in some detail. Our cook joined us in the garage to learn about the car. Not only can she cook she also has been known to purchase oil filters and change the oil on her own and also adjust air conditioner drain hoses.

Our Minneapolis area membership has been on a steady increase for the past year. We have developed a nice group of regulars and continue to locate new interested owners. Our most recent recruit, Scott Zbikowski, approached us at a Perkins Restaurant where we had gathered prior to driving to an event in Yankton, South Dakota. We didn't realize that we looked so obvious. Our DeLorean attire must be noticed more than we think.

For 1987 we are planning to organize more Minneapolis area activities. We have developed a local group of sufficient size that we can support some local social and technical meetings.

CHAPTER 5 (FROM PAGE 10)

Ed Hunt also purchased a flat bed trailer and has offered to pick up any DeLorean with problems (in the Atlanta area) for nothing. You can't beat that price.

Ed and Nancy Hunt's DeLorean will appear in a movie they made in Atlanta called "Made in Heaven." Watch for it.

Since our last meeting we picked up two new members: (1) Ken Baskin, a manager for Stereo Village, and (2) Mike Hochberg, just moved up from Florida.

CHAPTER 25 (FROM PAGE 11)

There are presently over 1800 members of the DOA, and the Dallas chapter is the 25th.

I believe the quickest way to get this going is to give me a phone call or drop a line, if you are interested. If enough interest is indicated, we can then arrange a meeting at a convenient time and place, get some officers selected and take off from there.

Let's go!!

Tips for Storing Your DeLorean

by Don Steger,
Professional Technical Advisor

Jack the car up and support it in four corners on the metal frame and not on the fiberglass body. To judge how far to jack it up, jack the car up until the tires are off the ground and then lower it half way. This is done because the shocks are stored with a band wrapped around them and are compressed half way for storing purposes. By jacking the car up in this manner it simulates this same situation.

In cars that have been stored for one or more years, the fuel has had a chemical reaction and melted the boot separating the fuel pump. Also there was a varnish film that was covering the whole inside of the fuel tank. This could contaminate the fuel distributor and other fuel related parts. Therefore I recommend removing the fuel from the tank.

Deflate the tires half way to prevent weather cracks in the sidewalls of the tires. You will also notice that with the car jacked half way, the pressure is off the tires and will prevent flat spots in the tires.

If you use a car cover, I recommend cracking the windows slightly because the cover retains heat within the car. The heat will draw out the oils in the English Connolly leather. If you don't use a car cover, store the car out of direct sunlight. You may want to consider leaving the doors open to preserve the door seals, as well as the gas struts in the extended position. Flush the cooling system and use coolant recommended for aluminum engines, and distilled water.

If the car is to be stored for more than two years, remove all spark plugs and inject 5cc of oil to keep the cylinders lubricated and prevent them from seizing up. Turn the engine over for at least five seconds and then re-install the spark plugs.

Over a period of time, there are 10½ volts that are being drawn from the battery on a continual basis. This will cause the battery to run down. Therefore, I recommend disconnecting the battery.

When taking the car out of storage, follow these steps:
Inflate all tires to factory specifications.
Lower car off jack stands.
Replace the fuel in tank.
Reconnect the battery.
Change the fuel filter.
Change the oil and filter.
Use a jumper wire through the RPM relay to allow fuel pump to run continuously for about two minutes.
Disconnect the wire and start the engine.

CALENDAR

4TH ANNUAL
LAS VEGAS CONVENTION
Imperial Palace Hotel
June 5-7

NORTHEASTERN
NATIONAL CONVENTION
September 18, 19, 20, 1987
Niagara Falls, Ontario, Canada

WESTERN
NATIONAL CONVENTION
November 14, 15, 16, 1987
San Jose/Santa Clara Area, California

Death of a Fuel Pump

by Bruce Benson, Chapter 3

Four DeLoreans, six people, at least as many suitcases, cameras, and all the other miscellaneous items one squeezes into the trunk when hitting the open road, met early on Friday morning in Hudson, Wisconsin. First on the agenda was breakfast and reassuring talk about the reliability of our cars. After breakfast we warmed up our radar detectors, switched to a common C.B. channel and moved onto Interstate 94. Our convoy included Howie and Sandy Bohannon, Don and MaryLou DeBolt, Doug Macfarlane and his wife Siu-Linn, and Bruce and Carole Benson.

We hadn't traveled too many miles when we caught up with more Chapter 3 members. Gene and Lori Bullis and Bob and MaryLou Steib, all from South Dakota, were cruising along in Bullis's DeLorean and Steib's station wagon. After a short discussion we elected to leave the Interstate and tour some rural areas. Five DeLoreans and a station wagon playing caboose is quite an attention-getter in rural Wisconsin. People tend to stumble off curbs while looking over their shoulders and gas station attendants left customers waiting while they called fellow workers from the back room. People everywhere did a double take and when we made a pit stop people asked "How much did they cost?" We replied, "$50,000." Who knows? If they hear it enough maybe they'll believe it! Many are curious about the "Chevy" engine and most, after planting a finger print or two asked "Is it hard to keep clean?"

The convention was a very top shelf affair. The club directors and the people from Chapter 7 deserved all the compliments they received.

We didn't all return together because of our different work schedules. Doug, Siu-Linn, Howie, Sandy, Carole, and I headed home on Monday afternoon. Westbound Interstate 94 had a long detour at Tomah, Wisconsin so after some discussion, over lunch, we decided to take Interstate 90 west to the Mississippi River, south of Winona, Minnesota. The drive north on highway 61 to Minneapolis from that point is particularly beautiful. It was near the end of this stretch that we added a little color to our character.

The sun was in its final stages of extinguishing itself for the night and some 600 million mosquitoes were preparing for their night shift job of harassing a particular section of the Mississippi River Valley. We were midway between Red Wing and Hastings, Minnesota; close enough to home and tired enough so any semblance of intellect focused on thoughts of warm baths and warm beds. It was at this point "Doc" Bohannon uttered "uh oh" into his C.B. mic. As we saw him coast to the side of the highway we realized there weren't many signs of what we have come to think of as civilization. There was a horse farm and one of those general store-bait shop-Justice of the Peace-type of establishments about a quarter mile down the highway.

Howie "Fuel Pump" Bohannon involved in his show-stopping routine: "Fuel Pump Switcheroo." Seen here with his best and bottom-most side toward the camera.

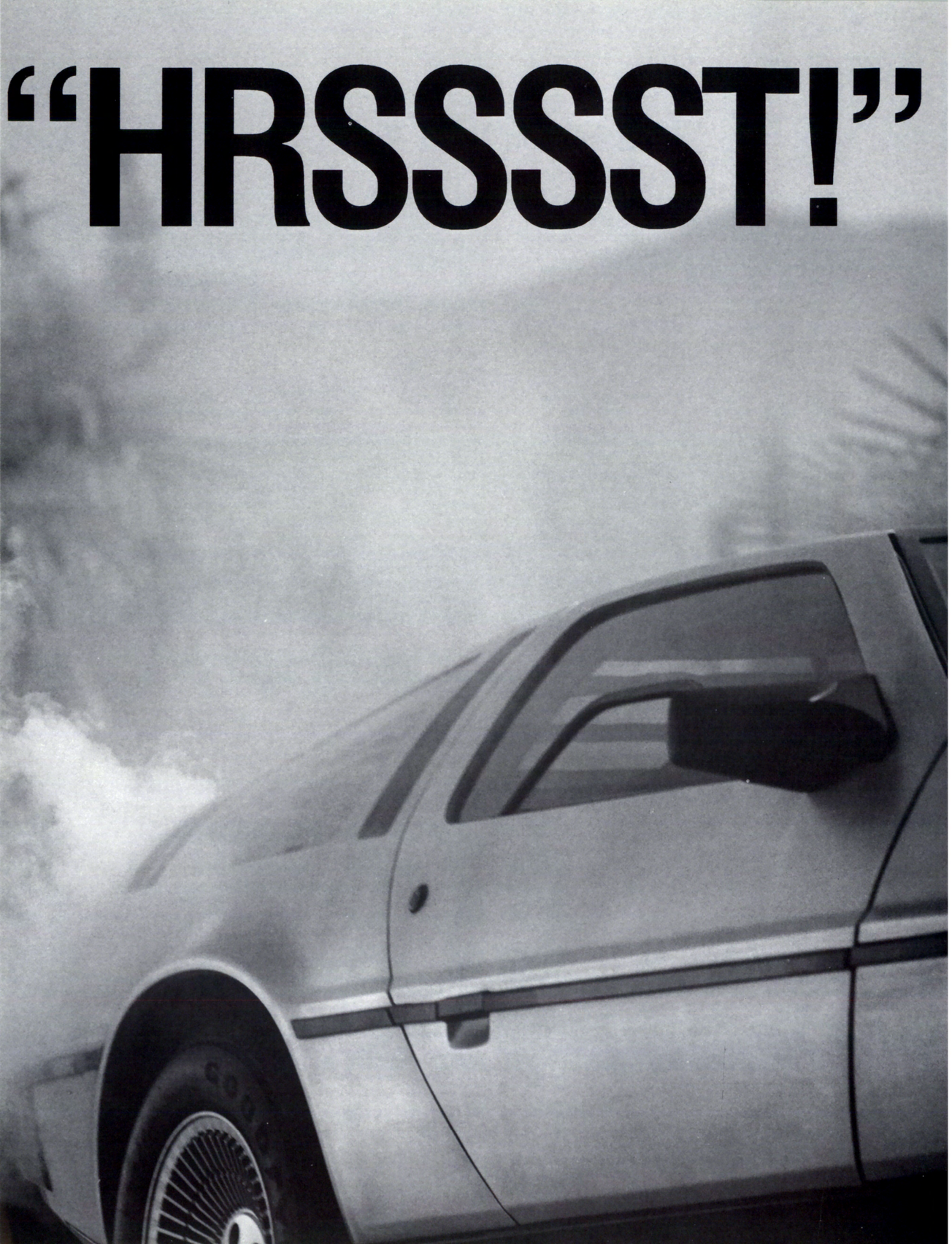
> ***"Looking back at this type of experience makes me realize the experiences to be gained by driving my DeLorean.***

We were quite sure the problem was a dead fuel pump because Howie's car always seems to have fuel pump problems. We've performed several transplants in the last year. I had my old, but still functioning, fuel pump with me, buried under tons of suitcases, repair manuals, tool boxes, and all the other things crammed in my trunk. Needless to say, Howie and Sandy had to also empty their trunk. The resulting piles on the side of highway 61 resembled the crash site of a small plane. The people from the horse farm, attracted by the commotion, offered to pull Howie's DeLorean into their barn for safe keeping. We assured them everything was under control. Thinking back on the carnage at the crash site, I'll bet they had their doubts.

About this time Howie and I had our hands soaked with gasoline and covered with dirt. Then we heard the first wave of mosquitoes coming. If you can imagine two guys with dirty, gas soaked hands being carried away one pint at a time, you can see we weren't exactly instilling confidence in anyone. The Scotsman in front of the pay toilet looked like a slow waltz compared to us. Siu-Linn valiantly shuttled tools back and forth from our tool boxes and Doug set about making preparations to control traffic. The fact there wasn't any didn't seem to deter him. I think, with the show Howie and I were putting on, he felt there would soon be some, Carole and Sandy tried to keep the mosquitoes at bay but the numbers were insurmountable. In the end their concerns shifted to the general store. With all this going on just down the highway, the people there may need reassuring. I don't think they even realized there weren't any mosquitoes in the store, bless their hearts.

Well, in about forty minutes the only trace of the calamity that befell this beautiful valley were a few assaults on the English language ricocheting off some distant trees and a few hundred mosquitoes with indigestion.

Looking back at this type of experience makes me realize the experiences to be gained by driving my DeLorean. It makes my life more interesting and means much more to me than maintaining a museum piece in my garage.



DeLoreans say the strangest things.

For example, you're plodding along on a hot day in heavy traffic, listening to your favorite tape . . . "The Shell Answer Man Sings Handel." All of a sudden your car mutters "HRSSSST!" Does it hate your taste in music? No, it's telling you it's roasting.

Your rear window fogs up and steam is everywhere.

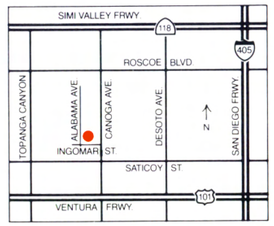
Well, welcome to a very common problem. Chances are, the electrical system that controls the cooling fans just gave out.

Sound simple? You'd be surprised how many good mechanics can't find the answer.

That's because they don't know the language. You see, we've been listening to DeLoreans jabber for years.

So, the next time your car starts talking to you, talk to us. We're the best translators in the business.

Call our toll-free hotline
(800) DMC-HELP *(outside California)*,
(818) 346-9000 *(inside California)*.
21417 Ingomar Street, Unit 6,
Canoga Park, CA 91304.



- All DeLorean parts and accessories shipped anywhere
- Complete service center

VISA MasterCard

DELOREAN ONE

ACTIVITIES DIRECTOR (FROM PAGE 13)

als and Rack Brochures from the hotels that have been contacted. My mail carrier is really happy about this! (I'm even happier, lugging up to 25 Packets with me when I leave for a Site Inspection). At any rate, once I have received the bulk of the Proposals, I decide how much time it will take to do the Inspections, then call the Airlines for a flight out, call the Car Rental Service for some wheels (I can never get a DeLorean), and call each facility to set up appointments. I have to write each facility as well, to get a written confirmation because I certainly don't want to go somewhere to find that no one knew I was coming. That would be just the ticket . . . go on a Site Inspection, no appointments, but plenty of "sights" to see!

By the way, I have to tell you that a "family conference" with Robbie is required. I have to make sure he can do without me for three to ten days, each time I do a Site Inspection. He claims those are his "Bachelor Days," will call Stu McKean, and have a big party while I'm gone. Ginnie McKean may not agree with his plan, but my reply is always "just be sure the laundry is done, and have someone clean the house before I get back." Smile! Seriously, Robbie has been really quite understanding with me about taking so much time off from work, and being away from home eight times a year.

It's the day before my scheduled departure to do a Site Inspection, and a week before Christmas. It's going to be a little rough, but this time, I'll be heading for Orlando, Florida. I'll need to pack my attache case with all the Proposals I've received, have my appointment schedule, and pack a Carry On Bag with everything I'll need for the length of my stay. There's a method of this madness. You see, I'll be changing hotels for the next six days, and want to travel light.

The day of my departure starts at 3:00 A.M. to avoid having to leave my car at the airport for a week, I'll ride as far as Ontario Airport with Robbie. (It's on his way to work in San Pedro). I have a full day ahead of me, but before I leave the house, I have to be sure the Post-A-Note is next to the telephone with all the hotels and phone numbers where I can be reached each night, along with information on when I'll return. (That last part is important—I want to give the "party people" a chance to clean house before I return . . . smile!). We're off . . . Flight departure is 6:00 A.M. with a change of planes in, of all places, St. Louis. We'll have a 45-minute layover. What fun! I can sit in the lobby and go over this afternoon's schedule of appointments, and check to see what hotel I'll be staying in tonight. Time to board my flight—oh, goody, we'll get lunch at breakfast time. Finally—made it to Orlando without any delays. I'll do the paperwork for the wheels and then be on my way. It's 2:45 P.M. and I'm at the first hotel that I'll be staying at. Oh, my gosh! This facility is nothing like the pictures in the brochure that was sent to me. It's worse! I keep asking myself if I'm at the right place, and glance at the Rack Brochure again for some sort of reassurance. It's the right address! Remember earlier in my article I mentioned imagination? This is the time to bring it out and hope for the best when I see the room I'll be spending the night in. (Don't forget, these people want to impress you so you'll select their facility for your convention, so naturally, they are going to put you in their "best" room). No Comment . . . ! Keeping an open mind, I go on to my 3:30 P.M. appointment with the Hotel Sales Manager. I'm given the grand tour of the facility, see the rooms (they hope) our members will be staying in, where (they hope) our functions and meetings will be held, and last, but not least, I'm taken to the back parking lot that can be used (they hope) for our DeLorean Concours. (A nice location for a Concours to be held—that would be open to the General Public for the first time—right next to the freeway where you can't hear yourself think.) After taking this two-hour tour, making notes as we go along, we go over the proposed function particulars. Meeting ended, I head back to my room to make more notes on the facility and freshen up before dinner. I'll get a chance to sample the food, service, and see what the hotel staff is really like.

As we go along, keep in mind that not every facility is like this, and that there are several important factors to consider in a Hotel Selection-will the facility meet the standards of the organization, will it meet the members' needs, will the service be good, will the accommodations be comfortable, the facility location, security for the automobiles, and not expensive, but not cheap, either. Remember, one gets what one pays for.

For the next five days, the schedule is pretty much the same, with the exception of better facilities, 8:30 A.M. Breakfast Appointments, Lunch Appointments, checking into another hotel, two afternoon appointments, and making sure that the facility understands that everything discussed, Room Rates, Meeting Spaces, Menus, etc., must be put into writing and sent to me before a decision is made. At any rate, at the second hotel and all others I will be checking into on this trip, appointments with them are made for early the following morning. And somewhere in between all of this, I've squeezed in a drive up to Sanford, Florida to talk with the Cruise Ship Staff, get a Proposal for the Buffet Breakfast, and generally timed the drive.

After 23 appointments, checking in and out of six hotels, taking a 14-hour round trip drive to Ft. Walton Beach, Florida to meet with our Northern Florida Chapter Coordinator, I've managed to make it back to Orlando just in time to return the rented car, check in for my 12:45 P.M. flight home, only to find out the flight has been delayed. Finally, 2:00 P.M. rolls around, we can board our plane. Seems St. Louis was closed down because of fog . . . No, this is not the end. As we were beginning to pull out of the slot, everything came to a dead stop. The Captain announced St. Louis had closed down again. We'll be delayed until the fog has lifted. So we wait—on the plane. I mean . . . who wants to get off? The Captain says we could be

CONTINUED ON PAGE 31

DMC Snow Sculpture

From Richard Owens, New Hartford, New York. "Snow" DeLorean makes number four for Richard. The outline of the tires, etc. on the car done with black spray paint.

Harry L. Ward's

DREAM MACHINE

By Kerry Carmody

As DeLorean owners we have all experienced the joy of driving a truly unique automobile. People look, smile, wave and even touch your car. This is an expected "benefit" of DeLorean ownership. Now "experience" Harry Ward's DeLorean.

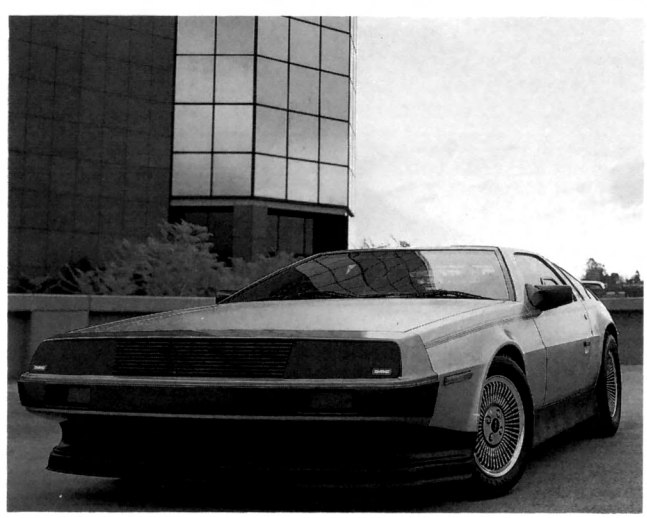
Approaching, the throaty tones of the turbocharged engine give warning. As the sun's rays catch the lowered stainless steel body and glide off of the spoiler and down over the blackened side skirts, pedestrians stare, cars pull over, mothers whisk their children indoors, and the Highway Patrol, with eyes bugging, wipe the saliva from the corners of their mouths. Harry Ward and his "Dream Machine" have arrived.

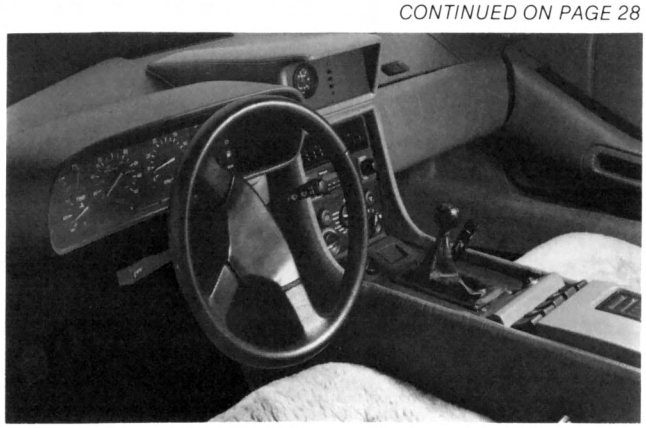
The evolution of Harry's DeLorean started soon after he bought the car in Canoga Park, California in May, 1982. "I fell in love with the gullwing doors but I was disappointed in the performance," explains Harry. As a very early member (#17) of the DeLorean Owners Association, Harry worked with past president Bob Giedeman and former technical advisor, Dave Kaleel, to develop and create a turbo kit for the DeLorean.

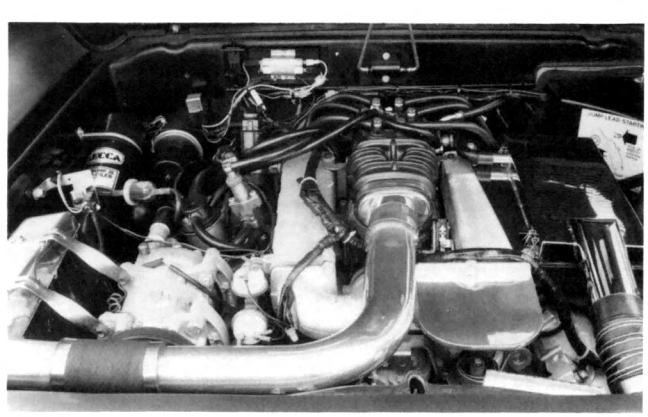
As the owner of "H. L. Ward Machine Products, Inc.," where he makes aerospace hardware for projects like the Space Shuttle and the B-1 Bomber, Harry was able to tool many of the parts prototyped on his car. With the inter-cooled turbo kit installed the performance increase is startling. At 7 lbs. boost, the calculated horsepower increase is 50%, to 200 horsepower. Harry's DeLorean has been unofficially timed at 0-60 mph in 6.7 seconds, and he has had the car up to 140 mph, before backing off. For

CONTINUED ON PAGE 28

. . . "the throaty tones of the turbocharged engine give warning."







I stepped into the telephone booth, took the plain brown wrapping paper off the micro-recorder and pressed the "on" button.

"Your assignment, Ed, if you should choose to accept it, is to board the first available flight to Hawaii, check into the finest hotels, lounge in the sun by the ocean, eat the finest foods, contact a few DeLorean owners and lay the groundwork for a new Area Regional Chapter in the Islands . . . and Ed, make sure you bring me back a cover photo for *DeLorean World* Magazine! This tape will self-destruct in 5 seconds." A puff of smoke and it was gone.

At last, I knew who my secret contact was. The last few words gave him away. Kerry Carmody, the editor of *DeLorean World* had given me another grueling task. He knew he could count on me since the last time he told me to "Write a travelog article while driving to the Chicago convention in July."

Los Angeles was having the coldest weather of the last decade and my alternative was to stay home and freeze in my office at DeLorean One while counting door gas-struts.

Quickly, I grabbed my flight bag, and a few necessities; swim trunks, beach shoes, tooth brush, DeLorean Owners Association sweat shirt and my trusty wife, Millie . . . Millie was the most important item, she had all my credit cards! The fact that our first flight was cancelled, our bags were going to Honolulu while we were on a flight to Kona, 250 miles away and 4 hours behind schedule, did not disturb my dozing as we zipped across the Pacific Ocean at 36, 000 feet, chasing the afternoon sun.

I envisioned the twelve DeLorean automobiles in Hawaii, with their doors opened and flapping up and down, flying in formation from the mainland to the Islands ahead of our plane. (Now you understand the corny title of this article.)

After arriving at our initial destination, the Mauna Kea Resort, I began contacting owners from Lahaina, Hilo, Pahoa and Honolulu, asking them to join us for lunch on the following Saturday. It was then I began to realize how far apart the DeLoreans were in the Islands. Several hundred miles of ocean roads and several hundred dollars for hotel rooms and air fare were necessary for many of the owners to attend my $1.95 Saturday brunch at the Mauni Lani Resort, a mere six miles down the road. Nevertheless, a few hearty souls joined Millie and I for a super afternoon at one of the finest resorts in the world.

Bob and Kayla Ross (Bob owns Orchid Isle Helicopter Tours) took the day off from flying into volcano craters to drive their DeLorean 120 miles across the big island of Hawaii, providing us with some great company and an outstanding car for a future *DeLorean World* cover photo.

Cyrus Goo, recently relocated to Honolulu from his previous position as Chief Pastry Chef for the fantastic Sheraton Princeville Hotel on Kauai, indicated his interest in assisting the DeLorean owners

GULLWINGS

Across the Pacific

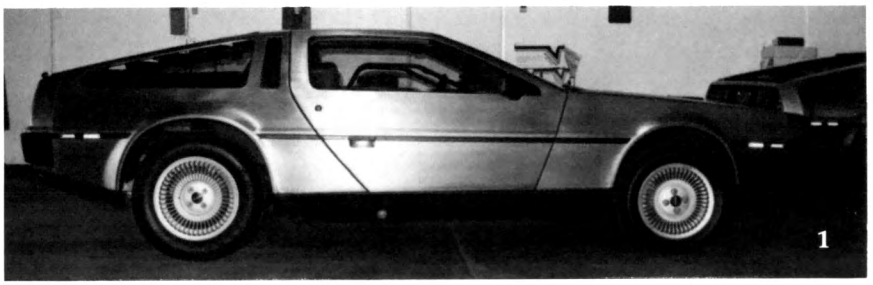
BY ED BERNSTEIN

(Left to right) Ed and Millie Bernstein, Cyrus Goo and Monica Cabuguen, Bob and Kayla Ross.

of Hawaii in the establishment of a chapter. We anticipate that Cyrus will be in the center of Hawaiian DeLorean Owners' activity as soon as he completes his transition from Kauai to Oahu.

During lunch we discussed some of the unique problems of island DeLorean owners, such as rodents from the sugar cane fields munching on the wiring in the engine compartment to high humidity causing problems with vehicles which are used only as weekend toys.

The afternoon zipped by, and before we knew it, our guests were leaving for home. We thanked them for joining us and we all looked forward to the establishment of a DeLorean owners support group for technical information and service throughout the Hawaiian Islands. Aloha from paradise!



Lowering of the DeLorean

By: Donald Steger
Photos by: Kjell Myhre and Nancy Fowler

WARNING!

THE PROCEDURE INVOLVED IN PERFORMING THIS MODIFICATION IS POTENTIALLY DANGEROUS AND SHOULD BE PERFORMED BY KNOWLEDGEABLE SERVICE PERSONNEL ONLY.
—Technical Committee

Disclaimer: The techniques and modifications detailed in the following article are those of the author, and publication thereof does not constitute an endorsement by the DeLorean Owners Association or "DeLorean World". Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value.

Tools Required:

4 Jack stands
Red marking paint
Medium brass hammer
Spring compressor
½" Air impact driver
¾" Deep socket impact
9/16" Wrench
Small vise grips
30" x ½" Bar (approx.)
11/16" Wrench
19mm Wrench or ¾"
Needlenose pliers
Cutting torch
Bench grinder
Zep 45 or suitable lubricant
2 each 20" rubber hose, 9/16" I.D.

1) Begin by jacking the car up, making sure the jack stands are supported under the metal plates (Photo 1) near the tires on the bottom of the car. Before removing the tires, use red paint to mark on the lug nut stud closest to the valve stem for balancing purposes. Next, remove all four tires.

2) Next, remove the nut (Photo 2) supporting the shock by using a brass hammer and tapping the stud up next to the lower part of the shock.

3) Install spring compressor (Photo 3) on the rear coil spring by using air tool until spring is loose.

CAUTION: ONCE SPRING HAS BEEN COMPRESSED, BE VERY CAREFUL NOT TO ALLOW SPRING TO COME APART.

4) Next, take the 9/16" wrench and vise grips and remove one locking nut at a time. (Photo 4) If top nut is hard to remove, install the vise grips on the center of the shock at the end. Repeat the same procedure on the other side of the car.

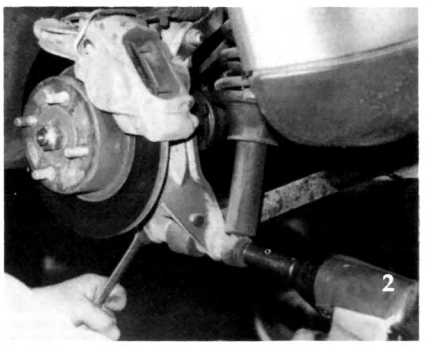
5) Go to the front left side of the car and remove the speedo cable (Photo 5) from the angle drive. Remove cotter pin and nut on the lower balljoint. (Photo 6)

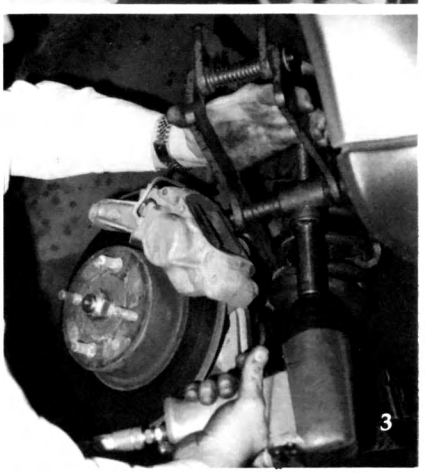
6) Next, take the brass hammer and slightly hit the large piece of metal surrounding the lower ball joint stud. (Photo 7) Make sure you don't hit the rubber seal at the lower part of the metal. It will take five or six sharp hits before the lower balljoint will slide out of the lower spindle arm. From past experiences, I have found that, by using a pickle fork, the balljoint seal has been ruined. (Photo 8) Turn the steering wheel in the direction the tie rod end comes outward as far as possible.

7) Lift up the brake unit and lodge a large ½" bar underneath the brake caliper and in the middle of the upper A-Arm and under the chassis body. (Photo 9)

8) Remove the nut but not the bolt which holds the lower shock to the lower control arm. (Photo 10)

9) Next, install the spring compressor and compress coil spring until it becomes loose. (Photo 11) Then refer to Photo 4 to remove both locking nuts. Remove the bolt holding the lower part of the shock. Remove shock from inside coil spring through the bottom of the lower control arm. Then remove coil spring.





10) Take both rear coil springs and with the cutting torch, cut off 3¾ coils. (Photo 12)

CAUTION: MAKE SURE THIS IS DONE RAPIDLY TO PREVENT REMAINING COILS BECOMING BRITTLE DUE TO THE HEAT.

11) Next, grind off sharp edges with the bench grinder. Insert coil spring into vise to secure in place. Install rubber hose (Photo 13) using Zep 45 or other suitable lubricant. Be sure to leave about ½" of hose extending from the end of the top of coil. The coil springs from the factory had problems with rubbing against the side of the shock tower. The rubber hose eliminates binding or rubbing noises. Next, reverse procedure to install coil springs, making sure the highest point is pointed away from you.

12) Rear wheel before lowering is approximately 28". (Photo 14)

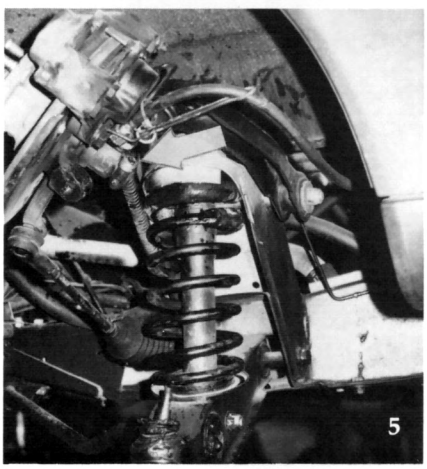
13) Front wheel before lowering is approximately 26". (Photo 15)

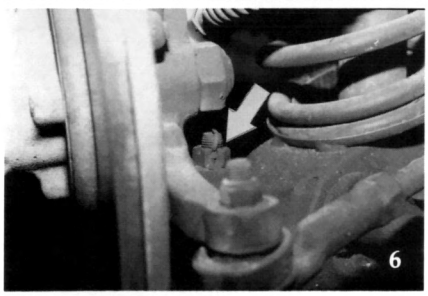
14) Rear wheel after lowering is approximately 26½". (Photo 16)

15) Front wheel after lowering is approximately 24½". (Photo 17)

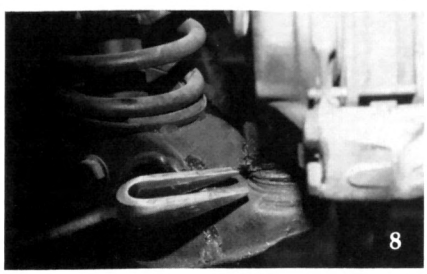
CONTINUED ON PAGE 26

4

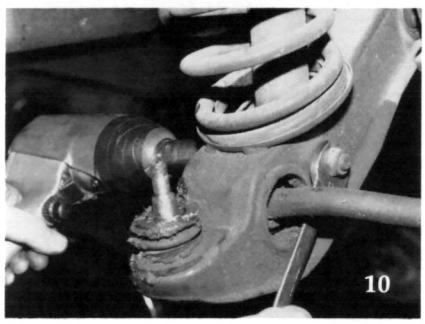

5

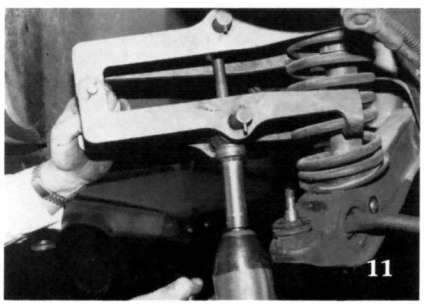

6

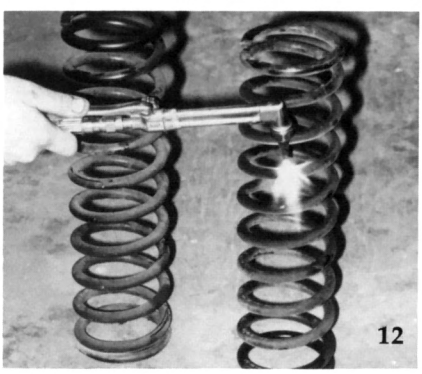
7

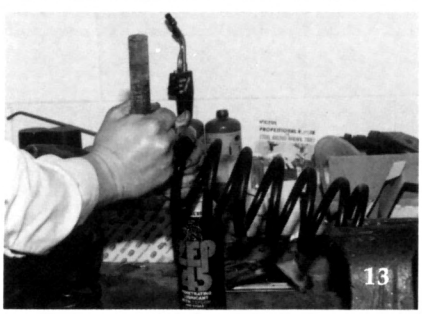

8

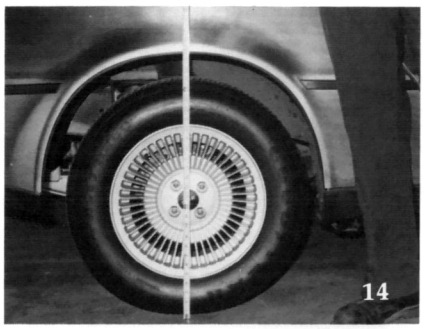
9

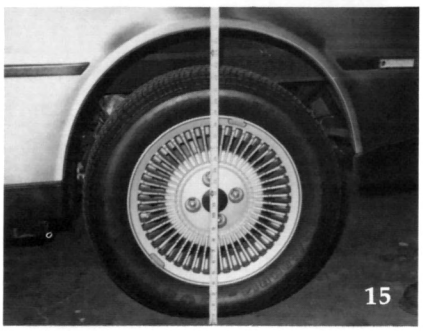

10

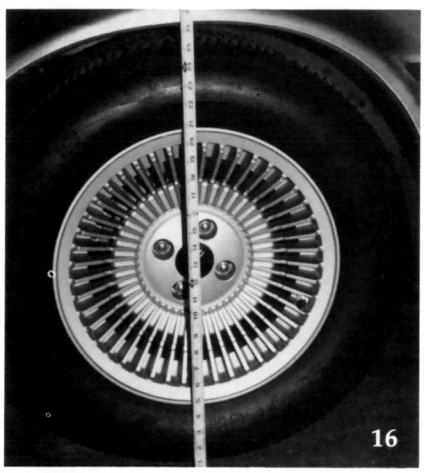

11

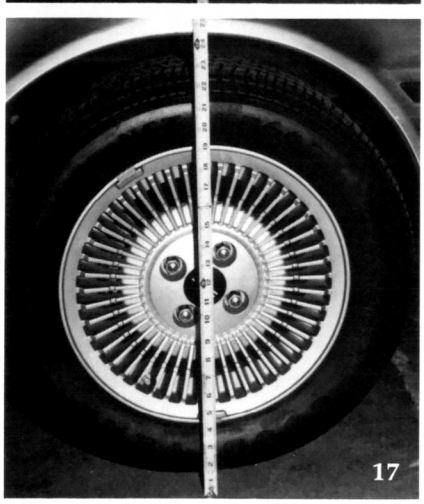

12


13


14


15


16


17

SERVICE BULLETIN UPDATES

A Modified new baffle, Part No. 110155, for the fuel tank, was introduced as of V.I.N. 4782.

Should your DeLorean be of earlier vintage, and if you encounter difficulty in starting with less than ½ tank of fuel; stalling on cornering, accelerating, and stopping; you may need to install the new fuel baffle.

It is important to assure that the idle speed microswitch is properly adjusted, as an out-of-adjustment condition may be the cause of stalling when stopping.

Service Bulletin ST-30-12/81
Fuel Tank Baffle

Fuel Tank Baffle Instructions

The following new part is needed for installation:
Fuel Baffle - Part No. 110155.

Remove fuel pump and existing fuel baffle assembly. Discard baffle assembly.

Pre-Assembly of New Fuel Baffle Before Installation

Figure 1
Fit grommet A to baffle B.

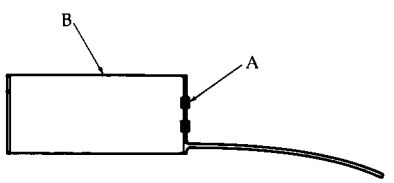


Figure 1

Figure 2

Assemble fuel supply hose C through grommet in baffle. Sleeve hose clip D onto hose and assemble hose to filter E. ensuring maximum penetration, and orientate as illustrated.

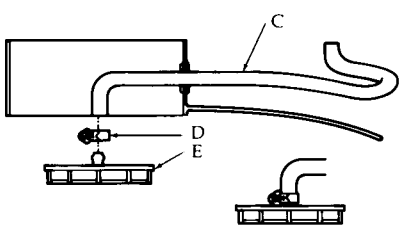


Figure 2

Figure 3

Fit baffle retainer spring inner F to baffle, ensuring spring legs are routed under the fuel feed hose.

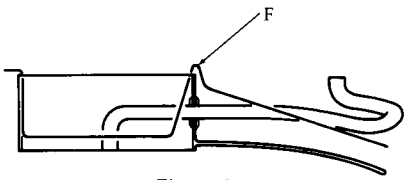


Figure 3

Figure 4

Fit hose clamp G to fuel return hose H and position hose clamp approximately 80mm from hose end.

Assemble baffle base J through stem of baffle through slot in base.

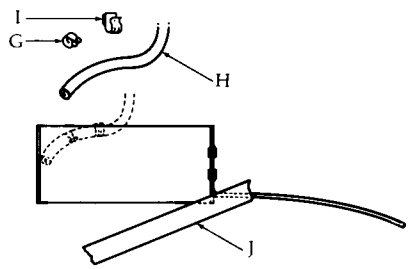


Figure 4

Figure 5

Installation of New Baffle into Fuel Tank

1. Slide baffle base close to end of baffle stem.
2. Squeeze baffle body as necessary to achieve entry of baffle into tank. Then squeeze baffle base to achieve entry into tank.
3. With baffle/base assembly suspended vertically, slide the slotted base along the stem until the rear edge of the baffle rim snaps into the location groove surrounding the corrugated ribs on the base.
4. Locate the baffle stem and retainer spring (inner) to the stud on the base of the tank.
5. Fit and position outer spring K under fuel flex feed hose (on baffle) and onto stud on base of fuel tank. (Do not locate spring on baffle edge at this stage.)
6. Loosely fasten baffle and (2) two baffle retainer springs to stud in fuel tank base.
7. Locate hooked legs of retainer spring outer to rim of baffle.
8. Finally, tighten M6 nut to secure baffle and retainer springs to fuel tank stud L (Do not over-tighten.)
9. Connect fuel feed pipe to pump and fit pump assembly to tank.

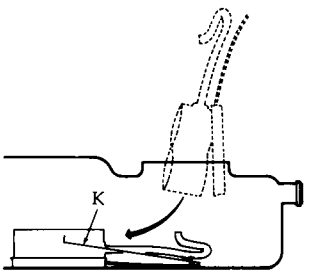


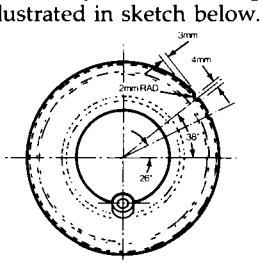
Figure 5

Labor Operation No. 21009 Time - .7
Please update the Suggested Repair Times Manual with the new time.

SUBJECT:
Possible Water Ingress into Top of Fuel Pump

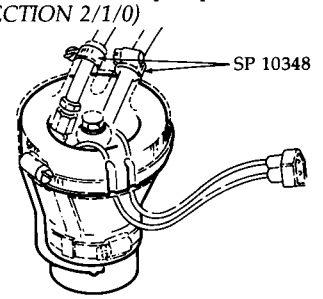
ACTION:

(1) Modify fuel pump sealing ring Part No. 101391 by addition of two grooves as illustrated in sketch below.



(2) Re-route wires to fuel pump through the new grooves as illustrated below. Refit original fuel pump cover seal, Part No. 1096684 and secure with hose clip.

(3) Secure clips *SP10348* around the entrance tubes in the fuel pump seal cover. *(REF.: SECTION 2/1/0)*



CONTINUED ON PAGE 26

Various Unique Ingredients of the DeLorean Automobile

By: Kjell Myhre, Technical Director

Since the DeLorean first appeared on the cover of Road & Track, in the July, 1977 issue, featured as a "direct nephew of the Lotus Esprit," this ex-Porsche-pusher had an illusion of ownership which materialized six years later. At the time of delivery, one of the last units out of the Santa Ana facility, a copy of a publication by the DeLorean Motor Company was included with the paperwork of the purchase transaction, entitled: "Insights into the DeLorean Car." This publication lists about 30 suppliers from whom the various ingredients combined to comprise the major components of this one-of-a-kind automobile known as the DeLorean. This aesthetic machine designed by Ital Design is the sum of parts from:

(1) BSC Stainless.
BSC Stainless is located in Sheffield, England. A town . . .
(2) Vetrotex Saint-Gobain.
Vetrotex is the fiber reinforcements division of . . .
(3) International Paint.
Britain's International Paint is world renowned for . . .
(4) Amoco Chemicals Corp.
Amoco Chemicals is part of Standard Oil of Indiana. Amoco supplies the . . .
(5) etc.

(1) Ital Design
Giorgetto Giugiaro, founder of Ital Design, stunned the automotive styling world at the Turin Show in 1966 with his Maserati Ghibli. It established him as a first-rate stylist that many regard as the world's finest. Prior to 1966, Giugiaro worked for two other famous styling houses—Ghia and Bertone. In the years since 1966, many outstanding automobiles have been produced by Ital Design,and it is estimated that more than six million production cars owe their design origin to Giugiaro. DMC commissioned Giugiaro to style the DeLorean.

(2) BSC Stainless
BSC Stainless is located in Sheffield, England, a town where steel was first made in the 17th century. BSC Stainless has its roots in the company in which Harry Brearley, the inventor of stainless, first realized the potential of the newly discovered material. BSC Stainless has recently invested $260 million in a new plant complex that is the largest in Europe, BSC Stainless provides the outer skin of the DeLorean.

(3) Vetrotex Saint-Gobain
Vetrotex is the fiber reinforcements division of Compagnie de Saint-Gobain which dates back to 1665 when Louis XIV signed its Lettres Patentes. Today Saint-Gobain is one of the hundred leading industrial groups in the world. It is a primary producer of insulation materials, especially fiberglass, as well as flat glass, pipe, roofing and other building materials, glass bottles and refractory products. Saint-Gobain has 147,000 people worldwide, 4,000 of them working for Vetrotex which makes the fiberglass for the DeLorean underbody.

(4) International Paint
Britain's International Paint is world renowned for specialized coatings. In 1981, International Paint received the Queen's Award for Technological Achievement for the development of a coating that keeps ship bottoms smooth, reducing drag and fuel consumption. International Paint supplies the cold-curing, low exotherm, polyester resin that holds the DeLorean together.

(5) Amoco Chemicals Corp.
Amoco Chemicals is part of Standard Oil of Indiana. Amoco supplies the basic raw material, isophthalic acid, that becomes the resin that holds the DeLorean's fiber-reinforced plastic underbody together.

(6) Lotus
Colin Chapman started designing Lotus cars in 1952 in London. Most of the Lotus cars have been designed for various kinds of competition—from climbing muddy hills to Formula One and Indianapolis racing. In 1980, Mario Andretti won the World Championship in a Lotus. Imaginative solutions to design problems have typified this firm's work which is why it was invited to assist in detailing the DeLorean's suspension and steering.

(7) Thyssen Maschinebau Gmbh
Anton Nothelfer started his business in 1920 as a maker of small dies for cold forming metal. The company later expanded into plastics, making compression and injection molds. In 1975 it joined the Thyssen group and took on the design and manufacture of jigs and fixtures for the production-line use of its dies.

(8) August Läpple Gmbh & Co.
August Läpple has been engaged in toolmaking since 1919. It played a leading role in perfection of larger and more advanced tools for the production of automotive body components. Läpple branched out into the new field of mold-making for plastic industries parts in 1968. Molds for the upper and lower halves of the DeLorean body were made by Läpple.

(9) Allgaler-Werke Gmbh
George Allgaler established his machine shop in 1906. The company grew to be an important supplier to the German automobile industry, progressing from individual metal parts to complete assemblies. Allgaler is best known today as a specialist in pressing steel. For DeLorean, it supplies dies for the rear quarter panels.

(10) BTR Permali Ltd.
BTR Permali is a diversified maker of rubber and plastic products that traces its origin to the nineteenth century and Thomas Hancock who did early work with vulcanization. The international enterprise counts Boeing and NASA among its customers. The pultruded reinforcement where the two DeLorean body halves are joined and the Permaglass edge moldings for the gull-wing doors are supplied by BTR Permali.

(11) Miles Redfern Ltd.
Miles Redfern has been a member of the BTR Group since 1971. With 1,000 employees in two plants, it is the United Kingdom's largest maker of sealing sockets for doors and windows. An unusual portion of the sealing business is covered by its Sorbo subsidiary whose Sorbo-skin is made into wet suits for skin divers.

(12) Schlegel Corp.
Schlegel Corporation was founded a century ago in Rochester, New York. Its narrow fabrics trimmed the most fashionable horse-drawn carriages. When horsepower became mechanized, Schlegel supplied fabric trim for the first automobiles. After World War II, Schlegel's wire carrier for edge trim and door seals opened a growing market. New factories were built in England and Spain. Combination seals with rubber profiles were developed for doors and later for trunk lids and hoods. Schlegel now has 3,500 employees in over 30 divisions and subsidiaries in 16 countries. Schlegel makes plastic and rubber extrusions, weaves and knits textiles, and molds urethane foam and rubber.

(13) GTE Products Corp.
GTE Products is part of General Telephone and Electronics Corporation, a company that is well known in the telecommunications industry. GTE Products

CONTINUED ON PAGE 26

UPDATE:

AC PANEL LIGHT MODIFICATION

(From Fall '86, P. 39, article by Marc Goldstone.)

Since this article was published, extensive testing has taken place. The module works as described, with the following exception. When both the front and rear dome lights are burned out or switched off at the fixture, the MOS-FET (Q2) may be biased on causing the AC panel lights to be illuminated. This will discharge the battery. The solution is to place a 1.0K, ½ watt, 5% resistor between the source and gate terminals of Q2. This resistor overcomes leakage current within the Lamp Delay Module. Q2 is biased off and no current is consumed.

UPDATES (FROM PAGE 24)

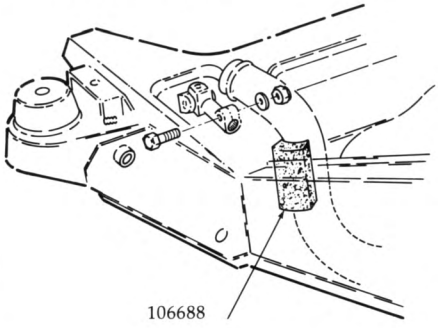
SUBJECT:
Coolant Loss

The possibility exists of damage occurring to the engine and coolant pipe Part No. 105989 as a result of the pipe contacting the steering clamp bolt.

Vehicle affected from VIN 560 to 1260.

The existing 40mm bolt should be replaced by a 35mm bolt and the coolant pipe repositioned by the introduction of packing Part No. 196688 to be located between the chassis and the coolant pipe as illustrated.

IMPORTANCE: MANDATORY
REV.:SECTION 1/3/1



LOWERING (FROM PAGE 22)

Many people have complained about the looks of the DeLorean and the large gap in the front fender wells. (Photo 15) I have had customers who wanted to lower the front and rear but to keep the cost down. I have come up with the lowering of the car without buying any additional parts. The car lowered in this article (Kerry Carmody's) is the 59th DeLorean I have lowered, and have had many comments on how the car handles and the way it looks. Another thing is that at high speeds, the car creates a suction under the vehicle to hold it to the road better without the tendency to hydroplane like the stock DeLorean.

By lowering the car, it will alter the rear camber dimensions about ¼ degree. The maximum on a stock DeLorean is ½ degree. Since I have been lowering DeLoreans and there is not a camber adjustment, I have become aware that many of the stock DeLoreans have a problem with the camber and irregular tire wear. I have now resorted to an adjustable lower control arm and I have installed many sets for both stock and lowered DeLoreans.

UNIQUE (FROM PAGE 25)

manufactures telephone equipment and consumer products under the Sylvania brand name. Sylvania and predecessor companies have been manufacturing lighting products for more than 75 years. Sylvania was the first company to produce the halogen sealed-beam headlamps that are standard equipment on the DeLorean.

(14) Harman International Industries

Harman International Industries is an old American company that manufactures in Germany, France, and Puerto Rico. Harman was the first company to manufacture remote-controlled outside rearview mirrors, thermometer mirrors, and electrically operated mirrors. From Germany, Harman supplies the electric outside rearview mirrors that are on both of the DeLorean's doors.

(15) Bridge of Weir Leather Co. Ltd.

Bridge of Weir has been tanning and curing hides for more than 75 years at Renfrewshire in the west of Scotland. The company, which traces its heritage into the early part of the nineteenth century, supplies hides for furniture used in the Houses of Parliament, for Royal Family furniture, and for seats in corporate jets. Rolls-Royce purchases Bridge of Weir Leather only for its top-of-the-line Camargue model. DeLorean uses Bridge of Weir leather on its seats.

(16) BSG International

BSG International is one of Europe's foremost automotive component suppliers. It makes seats, seat belts, mirrors, and electrical equipment. Virtually all of the world's airlines use BSG seats. For the past three years BSG has received the Design Council Award presented by the Duke of Edinburgh, Jackie Stewart, former World Champion Grand Priz driver, is a BSG director and design consultant. Along with the seat frames, the dashboard and instrument housing are supplied by BSG for the DeLorean.

(17) Rockwell International

Rockwell International is an advanced technology, multi-industry company. Its predecessor companies go back as far as the early 19th century. Today, it employs over 100,000 people—15% of them engineers—in its automotive, aerospace, electronics, and general industries divisions located in 26 countries.

Its products run the gamut from the Space Shuttle and ICBM control and guidance systems to water meters, printing presses,and auto parts as light as a door key.

Rockwell Automotive dates back to 1909 when Colonel W. F. Rockwell was making truck axles. Today, it makes axle, brake, drive line components, and body hardware for the entire range of motor vehicles—passenger cars, trucks, buses, diesel locomotives and, for the Army's M-1 tank, armor plate. Rockwell also makes the aluminum spare wheel for the DeLorean.

(18) AC Spark Plug

AC draws its name from Albert Champion, a French racer, who started making spark plugs in Flint, Michigan in 1908. Champion was originally an independent supplier to General Motors. In 1922, the company name was changed to AC. AC gained international credit when Charles Lindbergh crossed the Atlantic in an airplane equipped with its spark plugs. Over the years the product line has expanded to include air cleaners, fuel pumps, filters, instrument panels, and even Browning machine guns during World War II, AC is an original supplier of spark plugs to DeLorean.

CONTINUED ON PAGE 28

P.J. GRADY INC.

DELOREAN SALES, PARTS, SERVICE

An original authorized dealer we now specialize in DeLoreans exclusively.

The number one DMC service center in New York serving almost one half the registered owners in the metro tristate area (N.Y., N.J., C.T.).

Complete service available on all body and mechanical systems of your DeLorean.

Technical assistance gladly provided on maintenance, repair, updates, and improvements or we'll do it for you.

Largest most comprehensive inventory of original, quality aftermarket, and special made parts and accessories in the northeast.

Most items in stock shipped same day (please call by 12 noon e.s.t.). Free shipping on prepaid orders. Overnight delivery available coast to coast.

Quality, guaranteed parts and service at competitive prices.

SERVICES AVAILABLE

(Partial)

Body Detailing / Cleaning

Preventive Maintenance

Bulletin / Recall Updates

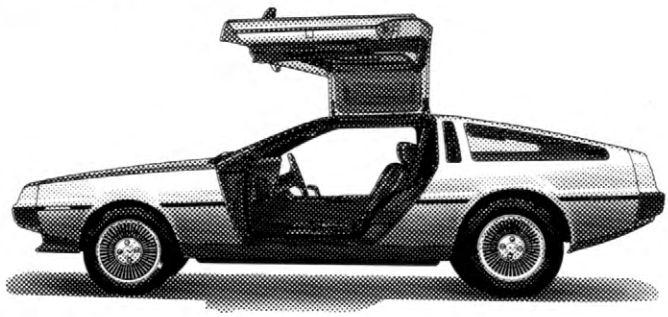
Performance / Durability Improvements

Major Repairs / Overhauls (including engine, transmission and clutch)

Complete Collision Repair (including stainless and fiberglass)

Flatbed Towing, Pickup and Delivery

Glass Etching, Refinishing, Clifford Alarms, and More



PARTS IN STOCK

(Partial)

All original tuneup parts up to half off list price

Engine, brake, transmission, steering, suspension, and fuel injection components

Electric motors, switches, relays, bulbs, lens

Hoses, belts, and weather strips, fittings, fasteners, etc.

Power window and door lock parts

Body sheetmetal and glass

All original and many new accessories

Can't find certain parts?

Call us, We can usually get it if not in stock.

Check these items.

Front Fiberglass Body Sections in stock or made to order
Speedometer Adapters, Cables, Seal Kits, and Hardware
Auto Trans Filter and Gaskets
CV Shaft Boot Kit (including boot, grease, clamps)
Power Antenna Replacement
Coolant Reservoir Tanks (original or aluminum)
Craig Tape Door (digital station display)
Trailing Arm Hardware, improved fasteners

Please call or write for further information.

P.J. GRADY INC.

110 MONTAUK HWY., WEST SAYVILLE, NEW YORK 11796

(516) 589-6224

FROM PAGE 26

(19) Saginaw Steering Gear
Saginaw Steering Gear Division was founded as Jacox by Messrs. Jackson, Church and Wilcox in 1906. Four years later it became part of Buick and subsequently of General Motors. Today it employs nearly 11,000 and is the world's largest producer of steering columns, having made over 100 million of them in the past three decades.

(20) Plastic Coatings Ltd.
This company started in 1950 with a work force of four. Today it is a world leader in plastics coating and a subsidiary of Plascoat International, employer of 1,400 people in England, Wales, France and Holland. At its Winsford, Cheshire factory Plastic Coatings has the world's largest heavy industrial coating plant which can handle items up to 22 feet long and eight feet wide and deep. At the other end of the scale, the company has pioneered a suspensionless method of coating small parts like washers in vast quantities at low cost. Customers include Rolls Royce, Peugeot, Rover and Ford. The DeLorean chassis is the largest automotive item which receives the fusion-bonded epoxy coating.

(21) Guest Keen and Nettlefolds Ltd.
Guest Keen and Nettlefolds has been doing high-quality work since John Guest established an iron founding business in 1759. Three families—Guest, Keen and Nettlefolds—were brought together in 1902. GKN is an automotive supplier credited with such firsts as the steel road wheel, safety-approved cast aluminum wheels, mass-produced constant velocity joints. DeLorean purchases aluminum wheels, suspension forgings, constant velocity joints and the chassis frame from GKN.

(22) Dyno Industrier AS
The first company in the Dyno group was founded by Alfred Nobel in 1865. Since then, Dyno has diversified into many high technology product lines including petrochemicals, containers, food packaging and sailboats. Dyno supplies DeLorean with the specially shaped, high-density plastic fuel tank.

(23) Jonas Woodhead & Sons Ltd.
Jonas Woodhead started business in 1850 as a maker of leaf springs for horsedrawn carriages. today its 3,100 employees produce leaf, coil, compression, torsion, and flat wire types of springs; torsion and anti-roll bars; and shock absorbers. Unusual applications include springs on many Land Speed Record cars and shock absorbers for railroad cars.

(24) Lucas Girling Ltd.
Lucas Girling was formed in 1943. With 10,000 employees, it is now an international leader in automobile brake technology. Girling played a major role in the development of hydraulic brake systems and in the evolution and launch of disc brakes. In the great sports car races of the 1950's, cars with Girling disc brakes were able to win major events such as Le Mans with their ability to brake hard and late, lap after lap. Girling's research facility includes skid pads and a high-speed circuit. Automobile manufacturers and race car constructors work closely with Girling engineers to develop well-balanced braking systems. Girling brakes will be used on "Project: Thrust," which will endeavor to break Gary Gabelich's land speed record.

(25) Goodyear Tire & Rubber Co.
When the Goodyear organization was founded in 1898, it was named after Charles Goodyear who discovered the secret of vulcanization in 1839. Today, Goodyear is the largest rubber manufacturer in the world, and is involved in many industrial, scientific, and aerospace areas. Goodyear technology is used in two areas of the DeLorean. The tires are Goodyear NCT-type. The Neutral Contour Tire is molded in the shape it assumes when mounted and inflated. Goodyear Pliogrip 6400 chemical adhesive holds the two halves of the DeLorean body together. Pliogrip is a chemical system that bonds within minutes of application.

(26) Societe Franco-Suedoise de Moteurs-P.R.V.
In 1971 Peugeot, Renault and Volvo established this firm specifically to design and manufacture a mid-size V6 engine for their top-of-the-line cars. It is used in front-engine rear-drive cars, front-wheel-drive cars, and rear-engine cars. The compact PRV's crankcase won first place as the "most outstanding die casting" in the 1975 International Aluminum Pressure Die Casting Competition. Highly modified versions of the PRV compete in events ranging from the Le Mans 24 Hours to cross-country African rallies.

PRV now has 700 employees at its Douvrin, France factory and has delivered over 400,000 engines to its owners and other clients since 1974. Every engine for DeLorean is bench-tested 16 minutes before shipment.

(27) Robert Bosch Gmbh
Robert Bosch since its founding in 1886 has grown along with the automobile industry. Bosch originally supplied magnetos and spark plugs, then developed various electrical components including generators and starters. The company is particularly noted for its fuel injection work. In 1927, it introduced a diesel-fuel injection pump. It supplied the first gasoline injection pumps for a mass-produced automobile in 1952. It pioneered electronic fuel injection, the D-Jetronic system, in the U.S. in 1967. DeLorean purchases the famous K-Jetronic fuel injection system for its cars.

(28) Harrison Radiator
In 1907, a young English immigrant, Herbert C. Harrison, founded the Susquehanna Smelting Company. His interest soon turned to the automobile industry and the problem of engine overheating. Harrison came up with a new type of radiator with the Harrison Hexagon core in his small shop at Lockport, New York and produced 131 of them in 1911. From this modest start Harrison developed into one of the world's largest manufacturers of heat-transfer equipment and automotive air conditioning systems. Harrison supplies the evaporator for the DeLorean.

CONTINUED ON PAGE 32

DREAM MACHINE (FROM PAGE 19)

further information on turbos, please refer to Harry Ward's article, "Introduction to Turbo Charging" in the Fall 1984 issue of *DeLorean World.*

The look of Harry's car is indeed drastic and DeLorean "purists" may take exception to it. Love it or hate it, this DeLorean does catch your eye. Besides lowering and installing the turbo in his DeLorean, Harry has also added other items. These include headlight covers, front air dam, rear spoiler, tail light blackouts, wheel spacers, side skirts, rear valance, and cruise control with the stalk on the shift boot.

In addition to authoring an article for *DeLorean World,* Harry also wrote an article on "The Development of the DeLorean Turbo" that was featured in the October 1982 issue of *Sports Car Graphic.* Harry and his wife Priscilla starred in a local ABC T.V. series "Eye on L.A.," using their DeLorean in a takeoff on "Back To The Future."

Harry Ward's Dream Machine is a sight indeed. If there are still any doubts, just watch the Highway Patrol drool as he rockets past.

Prototype DeLorean

by Tim Baranski, Classic Car Centre

This info was gleaned from the California Tech Center, Consolidated Leasing and the DeLorean factory in Ireland.

This auto is a pre-production version of the production car. In other words it was the last prototype revision that was finally approved for production.

The factory began producing cars for dealer shipment in June of 1981. Prior to that there was a series of cars VIN #000520 thru 000648 that were hand assembled and shipped to the U.S. There were approximately 40 in number. These autos were for the factory executives, trade show cars, EPA and DOT. To the best of my knowledge only three of these cars survived. The balance were crash tested, destroyed or disassembled for parts. They were never destined to be sold to the public. The three cars' VIN's were 000520, 000614 and one other vehicle, VIN unknown. #520 was at the California Center, 614 I acquired through a contact at the factory and I don't know where the third is.

My car has a VIN tag showing a date of March 1981. As all cars have to have VIN #'s this was probably done in March prior to shipping to the States. The car was subsequently sent back to the factory for dismantling. I acquired the car in April 1982 just prior to the June 1982 shutdown of the plant.

There are possibly several prototype cars in the U.S. The original prototypes were built in the U.S. in Michigan near Detroit. The #1 and #2 prototypes were sold in the fall of 1984 at auction in California. Neither of the autos was in driveable condition, being damaged, and with parts missing.

The #1 prototype, purchased by Bill Yaccobozzi, sold for $37,000. The #2 prototype, purchased by Don Williams, sold for $21,000.

My car does not have the power antenna. It has a manual one on the right front fender. The lower left corner of the windshield at serial number plate has a 1½" x 3½" sticker on inside, it is black with chrome lettering and reads:

"DELOREAN MOTOR COMPANY TRAINING CAR"

Dave Kunk
1140 Jefferson Ave., Celina, O. 45822
(419) 586-5403

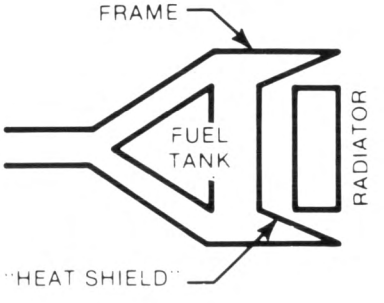
Fuel Pump Troubles?

Problem: My Delorean has a growling noise which seems to come from the dash. This noise is worse with the A.C. on or while driving in stop and go traffic. I replaced the fuel pump but the noise came back. The noise is always worse when the gas is low. What can I do to stop this irritation?!

Solution: Install the "HEAT SHIELD" sold by Bauerle Automotive!!! The problem is caused by super heated radiator air blowing on the fuel tank and fuel pump. This overheats the pump. This noise is worse when the fuel level is low because the cooling effect of the fuel is reduced. The "HEAT SHIELD" re-directs the radiator air down and under the car and does not hinder cooling system performance. Proven in 26 months of use. The price is only $16.75** for a renewed enjoyment in driving.

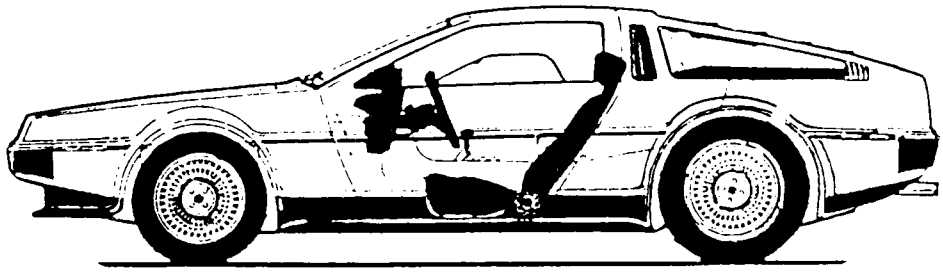
order from: Bauerle Automotive Inc.
4211 Radnor Rd.
Radnor, Ohio 43066
614/595/3348

** add $3.00 for shipping
Ohio residents add 92¢ sales tax



We also do quality Delorean maintenance and repairs!

THE ONLY SOLUTION FOR NOSE-HIGH, HARD RIDING DELOREAN SPORTS CARS



We developed brand new replacement springs!

FULL SUPENSION SET — 4 SPRINGS:

These springs lower the front by approximately 2 inches and the rear by ½ inch. They are 17% softer than stock giving much improved aerodynamics, appearance, handling and ride.

..... only $345.00

FRONT SUSPENSION SET — 2 SPRINGS:

Also available - 1½ inch shorter new front springs - with the stock spring rate. The car looks "just right" with these front springs.

..... only $170.00

An easy installation. Instructions and drawings are included.

To order please call (215) 625-4932 after 6 PM EST or write:

DeLorean Specialties, Inc.
220 Locust Street, Suite 12-F
Philadelphia, PA 19106

COD order or certified check please for immediate shipment using either first class mail or parcel post, plus postage and handling.

Pennsylvania residents add 6% sales tax.

Special prices good 90 days from date of this publication.

DeLorean service centers, please call for price discounts!

ACTIVITIES DIRECTOR (FROM PAGE 18)

taking off at any time. Needless to say, we finally did get off the ground and in the air, only to get to St. Louis to circle the airport for two hours! My flight was to arrive in Ontario, California at 5:20 P.M.; I arrived at 11:45 P.M., and arrived at home a little after 1:00 A.M. What a trip, not to mention the fact that Robbie had been up since 3:30 A.M. gone to work and had been waiting since 6:00 P.M., and had by then decided either no more trips for me, or we would have to buy a house closer to the Airport!

The following day, my "residence office" and family room become a disaster area with all the pertinent information on each hotel I've collected on my trip, spread out all over the floor. After careful consideration, and based on both the needs of our members, and requirements of a National Convention Event, a site is selected approximately seven to fourteen days after I return home, simply because each facility has their deadlines as well.

Now the job will really start rolling. I again write each facility, informing them that a site has been selected, and also contact the facility that has been selected—by phone, followed up with a letter. Yes, it's a lot of paperwork, but I require everything in writing, and I, in turn, put everything in writing. Hey, we can't miss a trick here.

Once a facility has been selected and confirmed, I then start figuring out what our cost will be for activities, entertainment if it's required, printing, postage, and get a general idea of what it will cost for food. With all this information, who could go wrong? Me . . . If I figured for 120 people and only 45 show up. Smile! I then make a call to reliable Dick Shipman to get labels printed for the General Membership Mailing and all owners in the immediate area of the Convention. Type all the information for a Room Reservation Sheet, Activities Sheet, and a letter giving you, our member, the general information of where, what, and how much the Event will cost. Then all of this information is sent to Millie Bernstein, who, by the way, is the person I can rely on to get the best deal on cost for printing all of this. She in turn takes all of the paperwork to the printers for printing, then when completed, takes it all to a Mailing Service who can get the information stuffed into envelopes, and off to you. We've tried to do this General Mailing ourselves before. If you know anything about stuffing thousands of envelopes, sealing, and putting labels on each envelope, then sorting everything by Zip Codes, it can be a B-I-G mess. Even worse, try doing it all during a Board Meeting. Ed Bernstein and his trusty gavel really appreciate that. The gavel is worn down to a toothpick, and Ed is tired of saying, "I'm losing it."

Moving right along . . . In the meantime, letters are going out to other locations for upcoming events along with scheduling for Site Inspections. Meanwhile, back in Victorville, where my husband tells me I still live, I'm busy answering questions about events, and giving additional information about facilities to our members, taking their money for the current event, sending confirmation letters to our members about reservations and monies I have received form them, getting all ingredients for each packet you receive when you check in at the event, getting the names of each participant to John Truscott so he can print your Name Badges, getting your checks to Joan Truscott so I won't have to explain how I got my new fence, and getting a Rooming List typed and to the hotel on the Deadline Date. No, we're not done yet! Isn't this fun?*!?

The Orlando Event Mailing has gone out, now I wait for all the forms to get back to me by the deadline, and hope we have a good turnout.

Exactly 23 days after our February 27th Deadline, I start all over again, only this time I'm really going to be busy. I'll start by meeting with the Houston Chapter in Bellaire, Texas, then driving to Ft. Walton Beach, Florida to meet with our Northern Florida Chapter Coordinator, then on to Orlando for a very busy, sleepless, nonstop, fun-filled weekend. You'll be able to see the end results in our next issue of DeLorean World.

So . . . Isn't being National Activities Director fun and glamorous? You be the judge.

Las Vegas to Feature Election

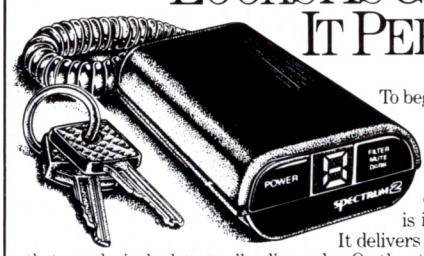
from Stew McKean

The election of "Directors at Large" will take place at the annual general membership business meeting this June in Las Vegas, Nevada.

"Directors at Large" are required to attend 10 of 12 monthly Board of Directors meetings currently being held in the Southern California area.

All members will receive a list of candidates selected by the nominating committee, along with a copy of Article VIII, "Election of Directors at Large," enclosed in their invitation for the June, 1987 Las Vegas Weekend event.

INTRODUCING THE FIRST RADAR DETECTOR THAT LOOKS AS GOOD AS IT PERFORMS.



To begin with, Spectrum 2 looks dramatically different. And the only thing more impressive than its design on the outside is its design on the inside. It delivers the kind of sensitivity that conclusively detects all police radar. On the straightaways, over hills and even around curves. And thanks to our Surface Mount Technology, we've managed to pack all that sensitivity into a small, compact sized unit. It also features digital display for easy reading, audible and visual differentiation for X and K bands and an exclusive three-year warranty.

Whistler SPECTRUM 2

$299.00
Shipping $4.00

California residents add 6.5% sales tax. Merchandise offered subject to availability of stock on hand. Prices subject to change.

MasterCard VISA

DELOREAN ONE
21417 Ingomar Street, #6
Canoga Park, California 91304

OR CALL:
(800) DMC-HELP
(outside California)
(818) 346-9000
(inside California)

CLASSIFIED

CLASSIFIED RATES:
Restricted to D.O.A. members only. $.30 per word. Submit typewritten copy only—accompanied by check.

SPEEDOMETER on your DeLorean not working? New angle drives available now! Only $89.00 each plus $3.00 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $95.00 plus $4.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

COOLANT BOTTLE CRACKED? If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $125 plus $4.50 shipping and handling. California residents add 6.5% sales tax. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

WANT TO BUY A DELOREAN AUTOMOBILE? Call for our **FREE** computerized list of "DELOREANS FOR SALE" around the nation. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

LIST YOUR DELOREAN FOR SALE in our **FREE** computerized, nationwide referral file. DELOREAN ONE, 21417 Ingomar St., Unit #6, Canoga Park, CA 91304. Call our toll free Hotline (800) DMC-HELP or in California (818) 346-9000.

"KEEP YOUR DELOREAN IN STITCHES" Beautifully detailed Needle Work (counted cross stitch) Pattern of the DeLorean – 2 views and more. Instructions for the novice. An unusual and Elegant way to display your love of the DeLorean. $15.00 Ppd. to Bill West, 3169 Asoleado Circle, Las Vegas, NV 89121.

FOUND – Key for VIN#4868. Call Dick Shipman (213) 474-8194 eves.

TOP CONDITION 1981 DELOREAN. Serial No. SCEDT 26T2BDC05787. 32,500 miles. 5-speed transmission. Garaged. Single owner since purchased December 1981. Luggage and ski rack included. Cover. New floor mats. Best offer over $13,000. Contact: George Brown, Wyandot, Marion, Ohio. Phone: Bus. (614) 383-4031, Res. (614) 387-5819.

TURBO FOR SALE. Brand new BAE single turbo charger kit. Still boxed. Ask $1,595.00. Call Gus, Florida (904) 761-8772.

PRESIDENT (FROM PAGE 8)

Directors allocates treasury dollars as if they were spending their own personal funds, watching every penny and accounting for each expense with a bona fide receipt. They are concerned; they are not wasteful.

After several anxious minutes of in-depth discussion, the Director was requested to reconsider and withdraw the statement. Without diminishing the reason for the comment and without any regret for stating an honest opinion about the motion on the table, the Director agreed to remain in the position regardless of the outcome of the vote.

The motion carried. The majority voted yes; several voted no; and many abstained. The meeting adjourned shortly thereafter with each of us more keenly aware of the frail bond which joins us together and the importance of each dollar needed for our growth. The Association will survive and grow as a result of the unselfish dedication of those Directors who are willing to cease doing something they enjoy, in an effort to make a point for the benefit of the entire group. *Thank you, Geri.*

UNIQUE (FROM PAGE 28)

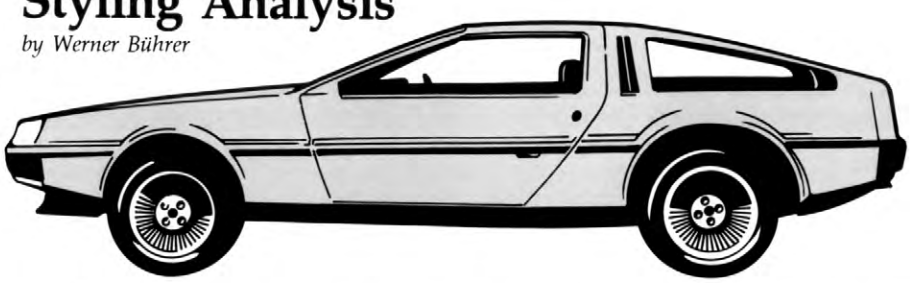
(29) Delco Remy
Frank and Perry Rem founded the Remy Electric Company in 1896 to produce magnetos for the infant automobile industry. Charles F. Kettering at Delco was working on the first electric starter for automobiles. Both companies were eventually acquired by General Motors, and were merged in 1926 to form Delco Remy Division. Delco has been producing batteries for more than 50 years and pioneered the maintenance-free battery that is standard in the DeLorean.

(30) Renault-Seri
Renault, founded in 1898 by three brothers, Louis, Marcel, and Ferdinand Renault, quickly became a name to be reckoned with. In 1909, a Renault won a 24-hour endurance race in New York. In 1914, a fleet of 600 Renault taxis transported thousands of French troops from Paris to the Marne, halting the German offensive. Today, Renault is the largest automobile enterprise in Europe, producing approximately two million vehicles annually. Renault's project engineering department became an independent Renault-owned company in 1959. Named Seri for Societe d'Etude et de Realizations Industrielles, it has an in-house staff of 500, more than half of them engineers. In over 30 countries throughout the world, Seri has implemented projects ranging from exhibition complexes, research centers, and air cargo terminals to custom-designed production facilities such as the one in Dunmarry that makes the DeLorean.

(31) Esso Petroleum Company Ltd.
In 1888, 25 years after John D. Rockefeller set up his refinery in Cleveland, Esso commenced operations in Britain as the Anglo-American Oil Company. Today Esso supplies 20% of all the oil products used in the United Kingdom. Esso products are used by DeLorean for lubrication of the manufacturing plant, and for the initial lubricant fill of the car.

Styling Analysis

by Werner Bührer



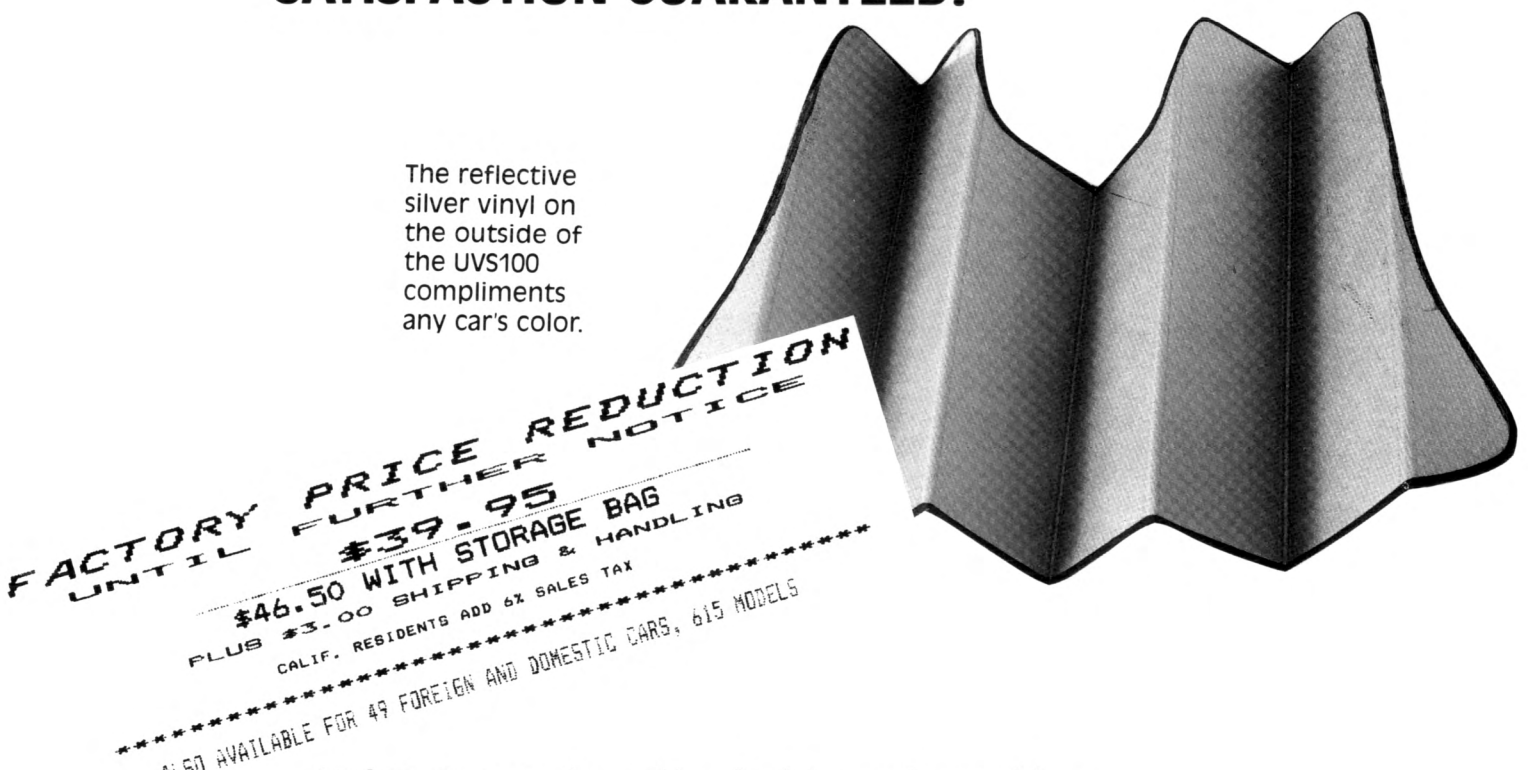
Styling by Giorgetto Giugiaro (Ital Design), one of the most talented designers of our times.

Among others, Giugiaro also styled and designed the Alfetta GT, Alfasud Sprint, Lotus Esprit, VW Dasher, Rabbit and Scirocco. Giugiaro's design philosophy has to be seen in carefully composed relations between sharp edges, flat sheet-metal sections and almost straight contour lines. At first glance, all Giugiaro designs of the past years seem to look one like another, but after careful study, one has to recognize and appreciate that each car represents a further step towards what I'd like to call "Total Design."

CUSTOM-FIT SUN PROTECTION

BEAT THE HEAT—ORDER YOURS TODAY!
SATISFACTION GUARANTEED!

The reflective silver vinyl on the outside of the UVS100 compliments any car's color.


FACTORY PRICE REDUCTION
UNTIL FURTHER NOTICE
$39.95
$46.50 WITH STORAGE BAG
PLUS $3.00 SHIPPING & HANDLING
CALIF. RESIDENTS ADD 6% SALES TAX
ALSO AVAILABLE FOR 49 FOREIGN AND DOMESTIC CARS, 615 MODELS

- Helps prevent costly dashboard cracking
- Reduces interior heat damage and fading
- Unique panel design, handsewn quality materials
- Incredibly easy to use—visors hold in place
- Custom-fit to your year, make and model car

THE PROTECTION The UVS100 Ultra-Violet Shield keeps auto interior temperatures lower, even when parked in the hot sun all day! Test results show that an unprotected dash may reach 175°F on a typical 100°F day. Installing the UVS100 can lower dash temperatures 50°F or more. Don't let the sun crack your dash—invest now in custom fit UVS100 protection.

THE CONVENIENCE Easy to use, the UVS100 quickly accordian folds for handy storage so you can use it many times a day. The optional storage bag keeps your UVS100 clean, compact and close at hand.

THE FIT Custom-made for your car year, make and model, the UVS100 is held against the wind—shield by simply folding down the visors. That's all! No hardware, no hassles. And the soft grey flannel on the inside won't scratch interior surfaces.

MAIL CHECK OR MONEY ORDER TO:

J & J ENTERPRISES
P.O.BOX 1370
GOLETA, CA. 93116
805-964-5296

DE LOREAN OWNERS ASSOCIATION
MEMBER

AREA REGIONAL CHAPTERS:

HAVE A

FREE TECHNICAL SEMINAR

Here is an excellent opportunity to bring DeLorean One technicians to your local chapter to answer technical questions.

You can hold a tech seminar for your members anywhere in the country and we'll cover all of our own expenses...travel, lodging, food, etc. All you have to do is guarantee us that at least 15 owners will attend.

We're only doing this in '87, so call us at **(800) DMC-HELP** or in California (818) 346-9000 for more information. Don't miss out.

DELOREAN ONE

21417 Ingomar St., Unit #6
Canoga Park, CA 91304

SERVICE DIRECTORY UPDATE

These entries were listed incorrectly in the "SERVICE DIRECTORY" section in the last issue of *DeLorean World*. Please add these new versions to your Directory copy for future reference.

CALIFORNIA

GARDEN GROVE
DeLorean Motor Center
13881 West St.
Garden Grove, CA 92643
(714) 554-6794

WEST VIRGINIA

MORGANTOWN
Stevkan Auto Sales
3081 Point Marion Rd.
Morgantown, W.VA 26505
(304) 292-8889

TEXAS

DALLAS
Motorvation
2353 Santa Ana
Dallas, TX
(214) 320-1030

Regional Chapter Coordinators Master List

FROM PAGE 12

	AREA SERVED
Chapter #23 Stan and Carole Marks 23909 Woodway Road Beachwood, OH 44122 216-291-3484 216-467-8113	Cleveland vicinity
Chapter #24 Phil and Rita Harris 5385 Hunt Club Drive Racine, WI 53402 414-681-1147 414-632-4650	Milwaukee
Chapter #25 Tom & Mildred Copeland 10523 Maplegrove Dallas, TX 75218 214-328-9642	Dallas and vicinity
Chapter #26 Keith Chow 13817 San Pedro San Antonio, TX 78232 512-657-5792 512-491-0018	San Antonio, TX & vicinity

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph . . . . . 6.3 seconds
- Top Speed . . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

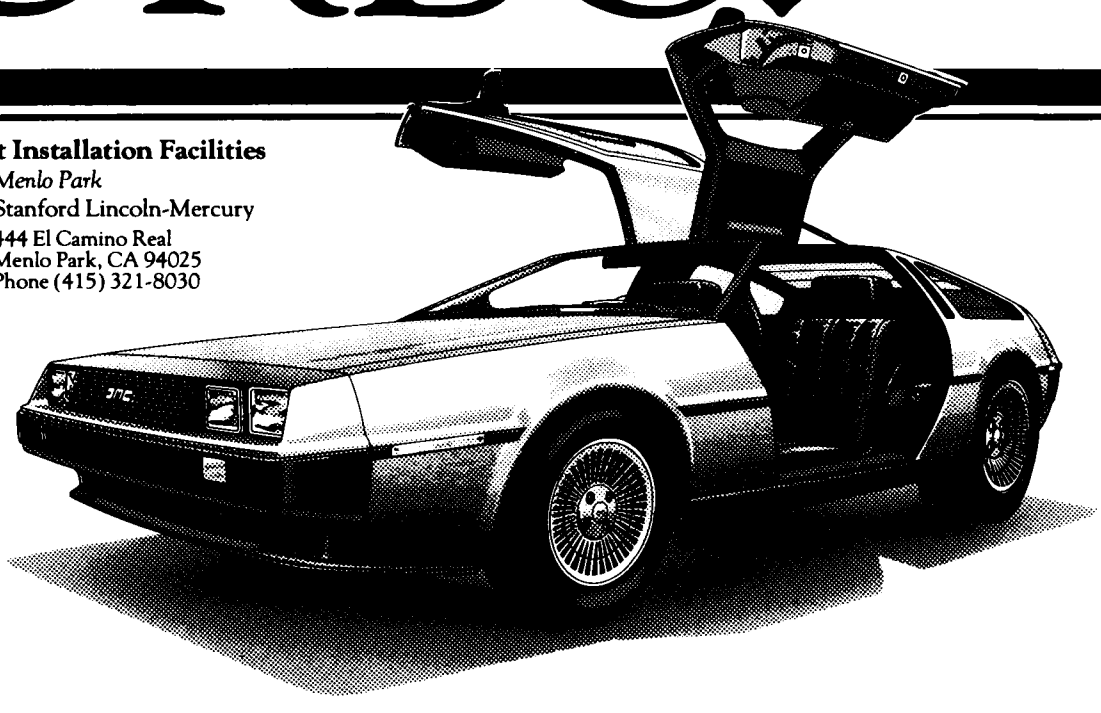
- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

ISLAND TURBO
Division of Turbo Manifold Co.
729-R Mount Ave., PO Box 25, Wyandanch, NY 11798
TURBO HOTLINE: (516)491-1248

THINK TWIN TURBO.



Now With Two West Coast Installation Facilities

Santa Ana
Swedish Automotive
1701 East Edinger
Building #4
Santa Ana, CA 92705
Phone (714) 972-1216

Menlo Park
Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

MEMBER

EXCLUSIVE...
AUTHENTIC PARKING SIGN

12" x 18" Heavy gauge steel featuring a durable baked porcelain, weather resistant finish. These pre-drilled, fine quality signs are the best you can obtain in the country and are unconditionally guaranteed by DeLorean One!!!

ONLY $29.95, Shipping $4.50
California residents add $1.94 sales tax

ORDER FROM

DELOREAN ONE
21417 Ingomar St., Unit #6, Canoga Park, CA 91304

VISA
MasterCard

Call:
(800) DMC-HELP *(outside California)*
(818) 346-9000 *(inside California)*

Offered subject to stock availability. Price subject to change.

DELOREAN OWNERS ASSOCIATION
10568 Ashton Avenue, Los Angeles, CA 90024

BULK RATE
U.S. POSTAGE
PAID
Van Nuys, CA
Permit No. 357

ADDRESS CORRECTION
REQUESTED

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 57 CANOGA PARK, CA

POSTAGE WILL BE PAID BY ADDRESSEE

DELOREAN ONE

21417 Ingomar Street, #6
Canoga Park, CA 91304

WE'LL KEEP YOU POSTED FREE!

• Catalogs • Sale Items • Recalls • New Accessories
• Parts • Service Suggestions and much more.

Just tear out this postage-paid card, fill it in and return it to us now. We'll put you on our mailing list so you won't miss a thing.

Name_____

Address_____

City/State/Zip_____

Phone_____

DELOREAN ONE